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[51472]

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8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.  
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NOTICE.  
AN EXTRAORDINARY GENERAL  
MEETING of the Members of the Club  
will be held in the Club House on TUESDAY,  
the 20th September, 1910, at 5.15 p.m. to  
confirm the Resolutions passed at the Extra-  
ordinary General Meeting held on the 31st  
August, 1910, as posted in the Hall of the Club.  
By Order,  
JAMES CRAIK,  
Secretary.  
Hongkong, 1st September, 1910. [1017]  
HONGKONG CLUB.  
NOTICE.  
THE EIGHTEENTH HALF-YEARLY  
DRAWING OF SIXTY-FIVE  
DEBENTURES (1896 issue) of the Hongkong  
Club, Payable on FRIDAY, the 30th Sept.  
1910, will be held at the Club House at 11 o'clock  
a.m., on SATURDAY, the 17th September,  
1910.  
Bidders of Debentures are invited to attend  
the Drawing.  
By Order,  
JAMES CRAIK,  
Secretary.  
Hongkong, 1st September, 1910. [1006]

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[535] A. F. DAVIES, Manager  
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Hongkong, 24th July, 1905. [5838]

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TELEGRAPHIC ADDRESS "COMFORT,"  
Hongkong.  
Hongkong, 1st September, 1910. [542]

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"Braeside," 20, Macdonnell Road.  
Hongkong, 4th December, 1907. [536]

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All comforts of a home.  
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For Terms, apply to  
[513] THE MANAGER

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[51004]



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ALEXANDRA BUILDINGS. [25]

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ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: PRESS. Codes: A.B.C. 5th Ed. Lieber. P. O. Box, 34. Telephone No. 12.

## DEATH.

At No. 2, Ormsby Villas, Kowloon, early on Sunday morning, MARTIN MAID EDITH, dearly beloved wife of ARTHUR BELLAMY BROWN, aged 39 years. [2023]

HONGKONG OFFICE: 10A, DES VOUT ROAD C LONDON OFFICE: 131, FLEET STREET, EC

## The Daily Press.

HONGKONG, SEPTEMBER 5TH, 1910.

THE promise given by His Excellency the Officer Administering the Government to the members of the Hongkong Volunteer Reserve Association has been fulfilled, and there is now before the Legislative Council a Bill providing for the establishment of a Volunteer Reserve. As this involves the passing of the Association brought into being by our former Governor, Sir MATTHEW NATHAN, and bringing its short but not inglorious career to a close, regrets will no doubt be expressed at its disappearance, but such feelings are likely to be less poignant when it is remembered that it will be resurrected in a body which should prove much more useful, inasmuch as it is acceptable to the military authorities.

In previous comments on the subject of the Volunteer Movement in Hongkong we sought to explain the lack of enthusiasm in this direction as being, partly due to the presence of the Garrison, to a certain extent also to the feeling that Hongkong pays more than its just share of military contribution, and to the inclination on the part of the young men on coming to the Colony to overlook their duties and responsibilities to the Empire of which it forms part. We pointed out then that although the need for a Volunteer force in

Hongkong might not be so apparent by reason of the presence of the several thousands of British troops, it was still the duty of each man to make himself militarily efficient, so that he would be able to render service to the Empire in whatever part of it he may be located. Each man has to realise that he can be called upon to defend his country, and with that contingency before them it surely behoves all men capable to so train and equip themselves that when their services are requisitioned they should be of some value. And for that reason we welcome the new Volunteer Reserve. It is a demonstration on the part of the members of the Volunteer Reserve Association that they are willing to do their duty to the State. More, it is a concession to the doctrine which has been preached so insistently of late that the man who can shoot has little military value unless he also possesses some acquaintance with drill.

Without doubt there will be a number of men on the roll of the old Association who will not care to join the new Reserve. That is only to be expected. There are those whose interest is limited to shooting, and to whom drill will be distasteful, but they cannot be allowed to stand in the way of the greater utility of the Association, which as a Volunteer Reserve is now to form part of the defence scheme of the Colony. The members are to be congratulated on the decision they have made, and the Colony is to be congratulated on the prospective addition to its defence forces.

There is one point, however, which we think might have been given more attention. That is the question of uniform. It was hinted at over a year ago by one speaker, we think by Sir HENRY MAY, but it has not been mentioned since. Whether it is intended to provide a uniform is not clear, but its necessity is imperative in the interests of the members themselves. Should the time unhappily come when their services were required, they might in the absence of any uniform be regarded by the invader as non-combatants who had taken up arms, and, if caught, would receive short shrift. This is one of the lessons taught by "An Englishman's Home."

In that play the head of the house, exasperated by the destruction of his property, lifts a rifle which he fires, killing one of the soldiers. He is promptly arrested and shot. Possibly a uniform is contemplated, though it is not stated in the Bill. The word "clothing" appears in the clause dealing with causes for expulsion, but otherwise no reference is made to the subject. Perhaps this might be elucidated at the next meeting of Council. On the constitution of the Reserve, or that of the newly-formed Scouts, it is too early to offer comment. We are glad to see so many in Hongkong awakened to a sense of their duty to the Empire, and we trust that the new organisation will be well supported and fulfil the highest expectations of its promoters.

The Japanese third class cruiser *Suma* arrived here on Saturday evening from the Pescadores.

Hongkong has again been fortunate in escaping the typhoon. The source of the alarm here on Saturday apparently struck south of Swatow that day.

Mr. C. L. Williams, formerly of the U. S. Consular service at Shanghai and lately U. S. Vice Consul in charge at Nowchwang, has been promoted to the rank of Consul at Swatow.

Mr. G. W. Whiting, electrical engineer at Talkoo Dock, died at the hospital on Friday from the effects of sunstroke. His remains were interred at Happy Valley on Saturday. Deceased was unmarried.

According to the Manila papers, the tender of the Talkoo Dock and Engineering Company for the repairs to the transport *Crook* was \$3,560 (gold), including \$1,000 for insurance and docking. The tender of the Hongkong and Whampoa Dock Co. was \$2,716, exclusive of insurance. The Talkoo Company was awarded the contract.

The funeral of Mr. Samuel Farrel, who was formerly a chief engineer in the service of the China Navigation Co., took place at the Happy Valley on Saturday. He had been in an indignant state of health for some time past and succumbed at his home in Wong-zei-chung Road on Friday afternoon. Mr. Farrel had in recent years been in partnership with Mr. Lyssaght in the engineering business in Hongkong and was well-known among shipping men.

His Excellency the Officer Administering the Government has given his assent, in the name, and on behalf of His Majesty the King, to the following Ordinances passed by the Legislative Council:—Ordinance No. 22 of 1910.—"An Ordinance to secure the better training of Midwives and to regulate their practice." Ordinance No. 23 of 1910.—"An Ordinance to amend the Kallet Island Ordinance, 1891." Ordinance No. 24 of 1910.—"An Ordinance to provide for the segregation and treatment of lepers."

## DISASTROUS FIRE IN HONGKONG.

## BUILDINGS COLLAPSE: NUMEROUS CASUALTIES.

Between 2.30 and 3 a.m. yesterday morning fire broke out in a piece goods shop at No. 100, Jervois Street. The alarm was sounded from the Clock Tower and shortly afterwards the section of the Fire Brigade from No. 5 Station, under Station Superintendent McDonald, were on the scene, and were closely followed by the Central Section under Assistant Superintendent Baker. Notwithstanding their early arrival, however, they found the shop mentioned in flames, while the fire had also a firm hold on the two buildings adjoining, Nos. 98 and 102, which were also piece goods stores. The firemen immediately set to work, but it was a long time before they were successful in subduing the flames. The fire escape ladder was run up alongside the wall of one of the buildings and Fireman Sheppard and Sheenan ascended it with the object of playing on the fire from above. They were scarcely up the ladder, however, before an ominous cracking sound was followed by the collapse of the party wall, and the whole of the three buildings caved in. The collapse of portion of the wall near the ladder on which the firemen were at work caused the ladder to cant, and both firemen were thrown to the ground. Sheppard was badly injured, and was immediately removed to hospital; Sheenan, fortunately, was more shaken than hurt, and was able to return to quarters without assistance.

When the outbreak was got under control, the firemen were informed that several Chinese had not escaped from the building, and rescue parties immediately set to work. Two dead bodies were recovered from the debris and five other men all more or less injured, were rescued from perilous positions in the debris. One man was pulled out from the front portion of shop 98, while on the top of the debris in the centre of the same building, enveloped in a blinding cloud of smoke, Station Superintendent McDonald and Fireman Leungahon sat a way through logs and beams to where an old man of 60 years was imprisoned. Another injured man was pulled out of a packing case which was buried in a lane the rear of the premises. Most of those rescued were more or less severely burnt, and some were removed to hospital.

Inspector Gourlay was in charge of the police arrangements and the caring of the injured. He telephoned to officers of the Public Works Department informing them of the collapse, and it was not long before Mr. T. L. Perkins and Building Inspectors Hutcheson and Dobbs were on the scene with coolies, and busily engaged in shoring-up operations.

According to the statements of occupants of the destroyed buildings, four more men are missing. All day yesterday the firemen were engaged in removing the smouldering debris, but when they ceased operations last night none of those missing had been recovered. As it will probably take three days to complete this work, little hope is entertained of recovering alive any who may be beneath.

All the stock in the shops and the furniture on the floors above was destroyed. The central building, No. 100, was insured in five different insurance companies, but the amount of the insurance is not yet known.

## FISHING JUNKS CAPSIZED.

SMART RESCUE WORK BY THE TAIWAN CUSTOMS STAFF.

We learn that on Tuesday last, August 30th, a squall of typhoon force passed over the neighbourhood of Taiwan Bay, resulting in the capsizing of four large fishing junks, the occupants of which were thrown into the sea. Happily this was noticed from the Customs' hulk, *Maple Leaf*, from which vessel gigs manned by both foreigners and Chinese were despatched to the rescue. Most of the people were picked up and transferred to other junks in the vicinity, while two women and two children apparently drowned were taken to the hulk and first aid rendered to them. The women soon returned to consciousness, but it necessitated two hours' continuous application to the youngsters before the officers found their praiseworthy efforts rewarded.

The resuscitated people were clothed, fed and housed on the hulk for a couple of days, and ultimately handed over to their relatives. A peculiar feature in the rescue work was the towing of one of these junks to the beach, when it was found that someone was imprisoned therein. A hole was promptly cut in the bottom and two lads pulled out apparently little the worse for their novel experience. Out of a total of 80 people only three are reported as having been lost.

## THE RAILWAY.

Interest in the railway is again aroused by the publication in the *Gazette* of rules made by the Railway Administration with the approval of the Governor-in-Council. Part I. is devoted to rules for the guidance of railway servants, the system of signalling, working of trains, etc. In this it is interesting to note that the working of trains between stations shall be regulated by the standard time prescribed by the Governor-in-Council. It is also noteworthy that section 109 provides: "The conduct of all railway servants must be prompt, civil and obliging."

Part II. contains rules for the guidance of the public and railway officials. Lady passengers, when travelling alone, are to have their comfort looked after by the guards. Clauses as to the free allowance of passenger's luggage appears in this part.

## DEATH OF MRS. BELLAMY BROWN.

It is with profound regret that we announce the death of Mrs. Bellamy Brown, wife of the editor of the *China Mail*. The sad event, which took place yesterday morning at her residence, No. 2, Ormsby Villas, Kowloon, was quite unexpected, and the news came as a painful shock to her many friends. It is believed that Mrs. Bellamy Brown caught a chill while bathing some ten or twelve days ago. Acute dysentery ensued; but as she was a lady of more than ordinary vitality, her condition, though causing anxiety, was not regarded as critical until Saturday evening. Then it was seen that the end was not far off, and she passed peacefully away at 5.30 a.m. yesterday in the presence of her grief-stricken husband and father.

The deceased, who was nearly forty years of age, had lived a considerable portion of her life in the Far East. She came to Hongkong with her father, Mr. J. I. Plummer, about nineteen years ago, and after seven years here she left for Yokohama as the bride of Mr. A. Bellamy Brown. They returned to Hongkong two years ago, and were contemplating leaving in April next for England, where it was Mrs. Brown's intention to remain for a time to see to the education of her three children.

Outside the immediate circle of the home, Mrs. Brown will be missed in several directions. Her needle was frequently enlisted on behalf of several deserving causes. She was an enthusiastic member of the Cathedral Choir, and any good work was certain of her whole-hearted support. A large circle of friends will mourn her loss, and extend their deep sympathy to the bereaved husband and father, as well as to her sister, Mrs. Frank Smyth, who is in England, and her brother, Mr. J. A. Plummer, and to the three motherless children. The funeral will take place this morning, the cortege passing the Monument at 8.30.

## KULANGSU (AMOI) MUNICIPAL COUNCIL.

The minutes of a meeting of the Council, held on the 16th August, are as follows:—

Present:—Messrs. W. Kruse (Chairman), J. S. Fenwick, C. Lee, L. I. Thomas, K. Tenzarabara, the Health Officer and the Secretary (Mr. C. Berkeley Mitchell).

The minutes of the last meeting were read and confirmed.

With reference to minute 7 of last meeting, concerning a motion by Mr. Thomas to obtain the services of an artisan well expert, an estimate, which works out roughly at about \$10 a day inclusive, was received from K. Noda, a well contractor in Tamsui. The Secretary was directed to engage his services for about a week on the terms mentioned.

The Secretary was instructed to cease sinking any fresh wells until the Council receives Mr. Noda's report.

A petition from Chan Ng See and Chan Choon So asking the Council to cancel the proclamation prohibiting the removal of water from Kulangsu was refused.

A petition from Yee Boon Leong concerning a building permit which has been applied for by one Wong Hai for a house situated at Toi Toi Loh was considered, and the Council proceeded to view the property in question.

The Capt. Supt. reported that the following cases had been dealt with at the Mixed Court since the last meeting:—Summons—Throwing rubbish, &c., into the public drains, 3; allowing cattle and pigs to stray, 3; obstructing the police, 1; giving a false guarantee, 1; debt, 4; failing to carry out a judgment of the Court, 1; obstructing the public drains, 2; assault, 1; quitting employment without giving due notice, 1; breach of agreement 1. Summary Arrests—Contempt of Court, 1; being abroad after 12 midnight without a light, 1; being concerned in causing the death of one Goh Tan See, at Tong An, 1; using abusive and threatening language to the police, 1; assault 2; committing a nuisance, 1.

## PARCELS VIA SIBERIA.

An innovation certain to be appreciated is the conveyance of parcels to and from Europe via Siberia, though the charges are very much higher than on parcels sent via Suez. The announcement which appears in the *Gazette* states that the published scale of rates of postage on parcels to Europe by the Trans-Siberian Railway via Dalny and via Peking has been approved by the Officer Administering the Government in Council. The rate of postage on a parcel addressed to the United Kingdom, not exceeding 11 lbs. in weight, is \$3.50, the limit of size, length and girth combined being four feet. There is no reduction for smaller parcels. Parcels can be insured either via Dalny or via Peking, the limit of value on the former route being Fr. 3,000 and on the latter Fr. 1,250.

Parcels must be packed in strong wooden boxes, or in a leather covering; parcels packed in paper or cardboard will not be accepted. Each parcel must be accompanied by a Despatch Note and by the requisite number of Customs Declaration (forms of which may be obtained at the Post Office), which the sender himself must fill up. The value to be entered in francs and the weight in kilograms. In the case of Insured Parcels the Despatch Note must bear an impression of the seal used to close the parcel and the Customs Declarations must have a similar impression in ink. No Compensation can be given unless the parcel is insured. Each parcel originating from a Chinese treaty port must have one of the forms of Customs House in token that duty has been paid on the parcel or that it has been passed "duty free" before the parcel will be accepted. In the Customs Declaration of parcels for Russia a separate entry must be made of each kind of article or goods, describing precisely in each case the quality according to the commercial denomination, the quantity according to ordinary trade usage, by number, measurement and net weight (in grammes), and the value in Russian currency. Neglect of these regulations will lead to the rejection of the parcel by the Russian Customs and its return to the sender.

## TELEGRAMS. TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

## A GREAT SHIPBUILDING CRISIS.

A SUDDEN LOCK-OUT.

LONDON, September 3rd.

Lock-out notices have been posted in all the federated shipyards. They become effective to-morrow.

No fewer than 50,000 members of Boilermakers' Societies are involved.

This is another instance of men ignoring their Union.

LATER.

The shipbuilding crisis has created a sensation, as the industry was recovering from a protracted period of depression.

Much valuable work had been promised, including twenty destroyers.

The employers defend the lock-out without notice on the ground that the Boilermakers' Society was warned that there would be a lock-out unless it maintained discipline. They are determined that the men shall not resume work until the Society guarantees the fulfilment of the agreement.

LATER.

In the majority of the shipyards the men ceased work this afternoon.

[Only on Saturday we published a telegram reporting that 22,000 men were affected by lock-outs in the German yards. There is nothing in the foregoing messages to indicate that they concern the trouble in the German yards, and we assume that this is a sudden development in the British yards.]

## THE TOUR OF THE GERMAN CROWN PRINCE.

CROWN PRINCESS TO TRAVEL TO CEYLON.

LONDON, September 4th.

A semi-official statement published in Berlin says that the Crown Princess will accompany her husband on his coming tour as far as Ceylon.

After the Princess has started on her return voyage, the Crown Prince will proceed to India and Siam, thence to Tsingtau, Peking and Tokyo, returning according to present arrangements via Siberia.

## THE MARCH OF SCIENCE.

A NEW ALLOY DISCOVERED.

LONDON, September 4th.

Messrs. Vickers, Maxim & Co. have discovered a new alloy which has been named "Duralumin."

It is slightly heavier than aluminium and strong as steel.

## AN OIL-BURNING DESTROYER.

LONDON, September 4th.

The United States oil-burning destroyer "Paulding" has averaged 32.8 knots in the four hours' trial under perfect conditions.

## THE TRIPLE ALLIANCE.

NOT WEAKENING.

LONDON, September 3rd.

The conferences which have taken place between Baron von Aehrenthal (Austrian Minister for Foreign Affairs) and Marquis San Giuliano (Italian Minister for Foreign Affairs) at Ischl are regarded as disposing of the rumours of a weakening of the Triple Alliance.

## MORE TYPHOON WARNINGS.

Yesterday morning the Manila Observatory telegraphed news of a cyclone or typhoon over or near Meiso-sima, direction unknown, and another message reported a typhoon or cyclone North of Naha, moving N.N.E.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

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## RANDOM REFLECTIONS.

Summer seems to have lost its sting. Whether the cause may be attributed to the presence of so many typhoons, or not, the welcome fact has to be recorded that the atmosphere is decidedly cooler.

Hongkong has done well in the intercontinental swimming contest, and the flag that her representatives took up with them to Shanghai will be brought back to the Colony. The honours rest chiefly with young Lozan, who is quite a prodigy in the water, and of whom greater things may be confidently expected.

The Railway Administration believe in making provision against every possible emergency. They have laid down rules with regard to signals in "thick, foggy, snow or tempestuous weather." Not even the oldest inhabitant has seen snow in the streets of Hongkong, though history relates that it was once seen on the Peak. The Chinese scrambled to the summit to gaze on the phenomenon, and what more natural than that they should wish to take some to show their friends! But, needless to say, the latter were not enlightened by what they were shown.

When I saw in print the other day that a Bill had been introduced in the Legislative Council "to provide for the better training of Wives" I wondered whether it was really a slip or whether it represented the wishes of the intelligent composer. I am afraid members of Council would never have the hardihood to attempt such a task. (I ascertained that the Bill really had to do with the training of Midwives—which is quite a different matter.)

It is fortunate that Great Britain has acquired a 99 years' lease of the New Territory, otherwise we should not know what to do with our surplus population. At the last meeting of the Legislative Council the Hon. Dr. Ho Kai told members that there are 400,000 Chinese in Hongkong; that a great number of these are married ladies; and that there is a great probability that most of them will be having children. Yes, yes. 'Twas ever thus, and it is eminently satisfactory to know that in this British Colony there is no danger of race-suicide. Mr. Roosevelt is expected to come to China next year. Let us see to it, when he comes to Hongkong, that this information is duly imparted to him.

One reason for the annexation of Korea (or Chosen, to use the Japanese name) is "to ensure the safety and repose" of foreign residents. Is there not just a suspicion of irony about the use of the word "repose" in this connection? Repose is defined as "that species of rest which is agreeable after labour," and the foreigner in the East usually associates with the idea of repose "a pile," pension, or perhaps the workhouse. Which is it to be in this case? If the first or the second, well, there are many foreigners in the Far East who will want to be numbered among the "Chosen People."

It is a recognised principle of English law that no man can be tried twice for the same offence, and it is astonishing to read of a case in which neither prosecutor nor the defendants appeared to be aware of it. In the Marine Magistrate's Court last week a captain of a sailing ship charged some men with desertion. It was not until the evidence had been taken and the log handed in that the Magistrate learnt that the men had been previously punished for the same offence. What the Magistrate said when he found his time had been wasted is not recorded!

It is often amusing to read the excuses which Chinese culprits blandly offer in the Police Courts. Sometimes the excuses have the merit of being ingenious, but more often they are palpable lies, and the effrontery of those who make them must make the magistrate gasp at times. There was a case at the Magistrate's last week in which a man was charged with stealing a coat. He blandly told the magistrate that it was not a deliberate case of stealing: the coat simply worked itself on him as he tossed about in his sleep! Now, are such extravagant excuses made with the idea that the magistrate can be bluffed, or are they made to put his worship in a good humour and a lenient frame of mind? In the case under notice there was no success either way. The perverter of the truth now wears another jacket and is working out a sentence of three weeks' hard labour.

There was a report in the *Daily Press* the other day that a Ceylon man had been offered the post of Assistant Director of Public Works in Hongkong. T.L. seems rather hard on the staff of executive engineers, especially those who have been long in the service of the Colony. Since about twelve months ago there has been a first and a second assistant D.P.W. Mr. Jones, the first assistant, on his appointment to the Gold Coast, left the Colony some few months ago. Mr. J. F. Boulton, the second assistant, left for Home, in a bad state of health in the Spring. Next on the list comes Mr. H. P. Tooker, then Mr. C. H. Gale and Mr. A. H. Hollingsworth. The two last named are at home on leave, so that the Public Works Department at the present time is short of four principal officers. The other executive engineers on the list in order of seniority are Messrs. H. G. C. Fisher, H. T. Jackman, T. L. Perkins and D. Jaffe. In going beyond the Colony to fill the post vacated by Mr. Jones, the Government are following "precedent." Mr. Jones came here from Trinidad. But the Hon. Mr. Chatham, the Director of Public Works, entered the service of the Colony as an executive engineer, and before he had been in the Colony three years he was appointed acting Director of Public Works. Are there no men on the present staff qualified to fill the present vacancy and deserving the promotion?

ROBERT R. RANDOM

## LOCAL SPORT.

## BOXING TOURNAMENT.

The return of Bill Lewis to Hongkong has revived interest in the manly art, and boxing has come winter promises to flourish as it has not done for years in the Colony. Mr. R. H. Whittaker opened his season at the City Hall on Saturday night with a programme remarkable for its all-round excellence, and needless to say the principals were greeted by a well-filled house, which included the General Officer Commanding Troops and his A.D.C. Mr. Harrington refereed the preliminaries, and Mr. Jack Dempsey the main event; Messrs. Kelly and Bond were the timekeepers, and Mr. George Turner was master of ceremonies.

The first event of the evening, a ten round bout between Drummer Boucher of the Buffs and Stoker Phillips of H.M.S. *Cadmus*, proved disappointing, inasmuch as it did not last a round. It opened with promise of a sterling fight, but Boucher fouled the Stoker, and the latter declined to fight on. The drummer got the decision.

"Kid" Marriott of the Naval Yard and Seaman Heaps of H.M.S. *Tamar* next entered the ring for an eight round contest. Both turned the scale at 8 stone 8 lbs., and Marriott found in the sailor a tougher opponent than he expected. Heaps went the whole way, and was good for more, but Marriott was smarter, and had more ringcraft. He was given the decision on points.

A four round bout followed between two youngsters from the Buffs, Boy Kirby, 15½ years, and Boy Henry, 15 years. Needless to say, the youthful principals went at it hammer and tongs, and greatly amused the spectators. A drawn battle was the result.

## AUGUST WINS: BURNS GETS DECISION.

Gunner Arundel of the 88th Co. R.G.A. and Eddie Burns of the U.S.A. entered the ring for a ten three-minute round contest, the former weighing 10 stone 2½ lbs. and the latter 10 stone 4½ lbs. This match resulted from a challenge by Burns when the men previously met, and the American was defeated. Burns has improved much since then, and was in better form when he took the ring on Saturday, but he was far from defeating the Gunner on points. Harrington may be clever as a pugilist, but the decision he gave in this event on Saturday night shows that his knowledge of refereeing is limited. Up to the ninth round there was nothing between the men. Burns did considerable leading, but in most of the rounds the advantage in exchanges was with Arundel, whose left repeatedly played on the American's jaw, but not with sufficient weight to stop him. In the tenth and last round Arundel opened out, and was "all over" his opponent, who hugged him throughout to save punishment. Arundel lost, but he was beaten by the referee.

## LEWIS AND SIMMS.

Not satisfied as to the superiority of Australian, Battling Simms again confronted Bill Lewis in a twenty-five three-minute round contest for a purse of \$1,000. As Lewis got through the ropes he was greeted with a prolonged cheer, which indicated a welcome back to the Colony, and another noisy welcome was tendered Simms as he followed him. Simms was in good form, and in the opening rounds showed to better advantage than previously. Lewis, looking even better than when he left, was as active as a springbok and as wary as a Chinese when driving a bargain. He opened out in this fight as he has never done in Hongkong before, and even then it is doubtful if he was seen to the same advantage as when he met Whitlaw in Australia. It was early apparent that he absolutely outclassed the con, whose only advantages were in weight and height. "If Simms gets one of those swings home," was a general remark, but if stands in the same relation to boxing as it does to other affairs in this life. The left of Lewis continued to swing on the jaw of his opponent like a sledge hammer, while his right varied the punishment by clashing above head and wind. By the ninth round Simms' face was badly out, and he was showing signs of distress. But he fought manfully on, and had the advantage in the next three minutes. In the eleventh round Lewis renewed his punishing tactics, and Simms by hitting before the break and falling without being hit, indicated that he was "pointing" for a foul. From this on there is no doubt that the coloured fighter stood up well, taking practically all the punishment and returning but a small medium. Lewis landed wicked swells and uppercuts with machine-like precision, but fought a fair and gentlemanly fight throughout, never seeking to take advantage when his man was at a disadvantage. In the fifteenth and last round Simms withstood an onslaught such as he has probably never before experienced in his boxing career, the little Australian dealing it out to him much after the fashion the coloured fighter served Sergeant Piggott. Simms was getting decidedly "groggy," but he saved an inevitable knock-out by deliberately losing the fight on a foul. There can be now no question as to the better man, and another must be found to lower the colours of the successful New South Welshman. When such a one comes along, provided he has the regard, there will, without doubt, be a packed house at the City Hall, or wherever such fight takes place.

## GOLD MINING IN THE PHILIPPINES.

According to a Manila contemporary fifty-two sacks of the richest gold ever seen in Manila reached Manila last week from the Tumbaga mines in the Camarines. The shipment will be exhibited for some time before being sent to the United States for smelting at the Baboy smelter in San Francisco. Mr. Cavender reports prospects of this mine as very encouraging indeed. The same steamer brought bullion from the Faroe and the Heise dredges.

The officers of the Tumbaga mine are: Judge T. B. Ingersoll, Charles C. Carson, A. J. McDonald, Captain W. E. Wilson and Robert Lianan.

## COMPANY REPORT.

## THE HONGKONG HOTEL COMPANY, LIMITED.

The Report of the Board of Directors for the half-year ended 30th June, 1910, is as follows:—Accounts.—The Profit on working account amounted to \$88,069.10, as compared with \$71,184.54 for the corresponding period of 1909, being an increase of \$16,884.46.

The Profit and Loss Account, including the sum of \$1,277.91 brought forward from last half year, shows a credit balance of \$89,476.91, which the Directors recommend should be apportioned as follows:—

To pay a dividend of:—  
\$5.00 per share on 12,000 old shares ... \$ 36,000  
1.50 per share on 8,000 new shares ... 12,000  
... \$48,000.00  
To transfer to repairs and renewals account ... \$10,000.00  
To write off furniture and fixtures ... 10,000.00  
To carry forward to new account ... 21,476.91  
... \$89,476.91

Directors.—Mr. W. H. Potts has been granted leave of absence. Mr. Potts retires by rotation, but offers himself for re-election. Audit.—In the absence of Mr. H. U. Jeffries the accounts have been audited by Messrs. A. R. Lowe, C.A., and A. O'D. Gourdin. Messrs. H. U. Jeffries and A. R. Lowe offer themselves for re-election. J. W. Noble, Chairman.

Hongkong, 1st September, 1910.

## PROFIT AND LOSS ACCOUNT.

For the six months ending 30th June, 1910.  
To balance forward ... \$ 522.45  
To bad debts and refunds ... 506.93  
To Crown rent ... 2,589.50  
To rates ... 3,141.75  
To fire insurance ... 19,074.85  
To interest ... 3,700.00  
To directors' and auditors' fees ... 3,700.00  
To balance, to be apportioned as follows:—  
To pay dividend of \$48,000.00  
To write off furniture and fixtures ... 10,000.00  
To transfer to repairs and renewals account ... 10,000.00  
To carry forward to new account ... 21,476.91  
... \$89,476.91  
By balance from 31st December, 1909 ... \$72,877.01  
Less dividend of \$5.00 per share on 12,000 old shares ... \$ 60,000.00  
Less dividend of \$1.50 per share on 8,000 new shares ... 12,000.00  
... 41,600.00  
Less transfer to repairs and renewals a/c ... 10,000.00  
Less transfer to furniture and fixtures account ... 15,000.00  
Less transfer to instalment electric light account ... 5,000.00  
... \$71,600.00  
... \$1,277.91

## REPAIRS AND RENEWALS ACCOUNT.

For the six months ending 30th June, 1910.  
To balance forward ... \$ 3,338.89  
To payments on account of repairs and renewals during the half-year ending 30th June, 1910 ... 6,511.77  
To balance ... 3,054.34  
... \$10,000.00  
By amount transferred from profit and loss account as recommended in last report ... \$10,000.00  
... \$10,000.00

## BALANCE SHEET, 30th JUNE, 1910.

LIABILITIES.  
Capital—12,000 old shares at \$50 each (fully paid up) ... \$600,000.00  
8,000 new shares at \$25 each paid up ... 200,000.00  
1,500 mortgage debentures (6 per cent.) ... \$750,000.00  
Less 667 held by the Company ... 333,500.00  
Reserve fund ... 648,975.78  
Sundry creditors ... 45,715.05  
Undivided dividends ... 2,907.80  
Repairs and renewals account, balance as per statement ... 3,054.34  
Hongkong and Shanghai Banking Corporation (current account) ... 256,016.41  
Profit and loss account, balance as per statement ... 89,476.91  
... \$2,262,646.29

## ASSETS.

Value of Marine Lot, No. 5 & Remaining Portion of Marine Lot No. 3 & Remaining Portion of Marine Lot No. 7, and buildings thereon, as per last account ... \$1,099,548.20  
Praya reclamation—Marine Lot No. 283 and building thereon ("Hotel Mansions"), as per last account ... 621,892.68  
Rebuilding south block, payments to date ... 243,241.99  
Cost of three Chinese houses on Section B.C. and D of Inland Lot No. 80 ... 33,000.00  
Cost of Kowloon Farm Lot No. 3, Section A ... 30,926.90  
... \$2,028,609.77

## Machinery, furniture and fixtures, as per last account ... \$149,833.92

Less written off, as per last report ... 15,000.00  
... \$134,833.92  
Since added ... 618.63  
... \$135,452.55

Installation of electric light, as per last account ... \$15,000.00  
Less written off, as per last report ... 5,000.00  
... 10,000.00  
Stock of linen, crockery, glassware, &c., as per inventories ... 31,849.85  
Stock of wines, provisions, household sundries and stationery, as per inventories ... 17,338.88  
Shares in public companies ... 4,371.31  
Value of steam launch ... 4,500.00  
Sundry debtors ... 21,389.46  
Licences attaching to 1910 ... 1,118.34  
Fire insurance account (unexpired premium) ... 3,179.49  
Hongkong and Shanghai Banking Corporation (unclaimed dividends account) ... 1,266.70  
Cash in hand ... 249.96  
... \$2,262,646.29

## THE SILVER MARKET.

We subjoin extracts from Messrs. Samuel Montagu & Co.'s bulletin circular issued on the 12th ult.

It would appear from the heavy shipments of silver from the United States that every effort was made to secure the high prices current during the latter part of last month. Whether the normal shipments were swollen by the temporary use of silver stored in New York or not, there is now some falling off, both in shipments and the amounts offering. To some extent this is attributable to labour troubles, which are retarding the output. The renewal of rain in India has been followed by increased up-country demand—which is now about 100 bars a day—and the price of silver is not only on a parity with India, but is more closely approximated to that of China, whilst lately the exchange was 3 per cent. below. The amount of silver rupees recorded in the Treasury balances has been reduced by one crore. Troubles in connection with the rubber speculation, which have hung over the Shanghai market like a cloud, have now been arranged. It is only natural, therefore, that the price should present a steadier front, especially as to little is doing. The transfer of a considerable amount of the silver stock held here by the speculative group by this week's steamer to Bombay is a sign that there is some expectation that the bazaar demand will increase still more. The Indian Press state that hitherto the greatest obstacle to the success of the group has been the unsatisfactory condition of the financial market, which has been caused by the failure of certain firms. As the market approaches normal conditions there appears to be an inclination to ignore the stock accumulated at higher prices and to deal at current rates. This good-humoured view of the situation is occasionally imperilled by an incursion of selling in Bombay by the speculative group; however, with a continuance of such favourable monsoon news, the carriage of their stocks for a lengthened period presents less difficulty. There have been no shipments direct from San Francisco to the East since July 20; obviously the better price obtainable in London caused the silver to be sent here by preference.

## The following is from Messrs. Mocatta &amp; Goldsmid's circular:—

The market has shown a decidedly steadier tone than of late. The continued good reports of the monsoon, together with an increased up-country demand for silver in India and the first signs of diminution of the currency reserve have all tended to restore confidence in the market, and not much further fall seems to be expected. This feeling has also been reflected in China, where the rates, although still slightly below parity, have been gradually improving. There has been a certain amount of bear speculation from that quarter. The Indian speculators who have recently been so prominent have been less active during the past week, and the fact that the market keeps a firm front with little or no support from that quarter is in itself evidence of a more healthy tone.

## CHINA'S NEW RIFLE.

## A REMARKABLE ENGINE OF WAR.

The Chinese military authorities, says a correspondent of the *Pail Mail Gazette*, are credited with a desire to make up for lost time in the art of warfare.

The new rifle which has just been adopted by the Chinese Government is the Mauser of 1888, but on a scale three as large as the original model, the calibre will be fifteen millimetres, and the length, without reckoning the bayonet, will be 62½ in., while its weight will be over 44 lb. Of course, such a heavy rifle could not be managed by one man; hence, it will be handled by three soldiers, two of whom will bear the weapon on their right shoulders, while the third soldier will sight the rifle and then fire it. The new enlarged Mauser rifle will carry 4,000 yards, and the bullet fired by it will be of steel, and will weigh about 100 grammes, while its initial velocity will be 2,200 ft. per second. In fact, if this new rifle were not so clumsy it would be a decidedly dangerous and effective weapon.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 4th at 5.45 a.m.—Signal lowered. At 12.10 p.m.—The barometer has risen quickly in Swatow and Hongkong, and fallen moderately over Tonking and Annam.

The central area of the typhoon, which had filled up considerably, passed near and North of Hongkong last night. The disturbance is shown this morning over the coast between Macao and Kwong-Chai-Wan.

The barometer has fallen at the stations bordering the Eastern Sea under the influence of another typhoon, which is situated between the Loochoos and Meiso Sima.

Pressure is high over the Pacific to the E. of Japan, and relatively high over N. China. Unsettled weather will continue to prevail over the China coast for the 24 hours ending at 10 a.m. to-day, 5.24 inches.

The forecast for the 24-hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood ... SE & E winds, moderate; showers at first, improving later.  
Formosa Channel ... N & NW winds, freshening.  
South coast of China between Hongkong and Lamooka ... Variable winds, moderate.  
South coast of China between Hongkong and Mainan ... Cyclonic winds, strong.

## CANTON-HANKOW RAILWAY.

## THE HUMAN SECTION.

The following "communiqué" article appears in the *Peking Daily News*:—

The question of foreign loans for industrial, commercial, and railway development in China is one of the most burning problems with the Chinese at the present day. It has troubled and is still troubling their minds, and every endeavour is being made to settle it by means that will produce the most satisfactory results to the Chinese and the foreign syndicates concerned. A decade or so ago the people paid scarcely any attention to any question of this kind, now it is on the lips of every thinking Chinese and forms the great theme of discussion in the Chinese Press which, though of comparatively recent birth, is wielding a mighty influence in moulding public opinion. This striking change in the national spirit of the people would not be regarded as surprising when it is remembered that conditions in the Empire were quite different from what they are now. Broadly speaking, the Chinese focused their interests in the affairs of their family circles, outside which everything else was regarded with indifference. They held firmly to the principle of minding one's own business. With the rapid changes, not to say progress, she has undergone, however, the China of to-day is not the same China as that of ten or twenty years ago, and as affairs within her borders have reached such a stage that her people are at last compelled to adopt a different policy, they are determined to secure for the future the welfare of their country and to devise methods for its remedy. By establishment of numerous modern schools and colleges in the various provinces, Western learning is fast spreading throughout the land, and the people, taught by the experience of past and present events, are beginning to see as they never saw and to think as they never thought before. They are constrained to use their eyes and ears and reasoning faculties in the hope of improving China and of freeing her from the help and advice of foreign friends who are deeply interested in her well-being. Foreign loans of the kind above mentioned are viewed by the Chinese in two different ways; either as one of the harmful agencies or, if properly contracted and the terms of the agreement be strictly adhered to, as a great blessing to the country. China, as pointed out and emphasized from time to time in the Chinese Press, has no objection to loans for securing political or semi-political rights or with ulterior motives that China objects to, and she is not averse to loans for the purpose of raising funds for officials' salaries and the increase of salt taxation, etc., we are afraid the writer is a little too sanguine. Experience tells.

## THE DALAI LAMA.

## INTERESTING STORY OF HIS FLIGHT.

The true story of the flight of the Dalai Lama has never been told says the *Shanghai Mercury*. When he returned to Lhasa after his long and arduous journey to Peking one of his earliest acts was to stop the supplies to the Senior Amban, though continuing them regularly to the Junior Amban. At the same time he refused to recognize the Senior Amban in any way and would hold no communication with the Residency except through the Junior Amban. This functionary was able to maintain the friendliest relations with the Dalai Lama, and, impressing upon His Reverence the fact that in thus refusing to recognize the Senior Amban he was acting unwisely, he pointed out that the Dalai Lama ought to do three things—First, so as to put himself in a position to protest against any action on the part of the Senior Amban that he thought improper, he must restore that officer's supplies and recognize his credentials. Second, in view of the sympathetic treatment that he had received in Peking he ought at once to forward a memorial to the Throne expressing his appreciation of that treatment. Third, he must clearly distinguish between civil and ecclesiastical jurisdiction, and confine himself to the latter. The Dalai Lama was not slow to admit that the course here suggested was the proper one and he undertook to adopt it as soon as he returned to the Potala, which at the time of these interviews with the Junior Amban he had not yet done, having remained at the foot of the mountain for two months after his arrival "touching" the thousands of the faithful who had flocked to obtain this privilege immediately he had returned. Before he was able to carry out the policy upon which he had determined, however, a number of quite accidental circumstances led to his flight. Until recent months the military forces at the disposal of the Residency had consisted of three thousand five hundred "soldiers," by which is meant cooks, barbers, servants, and all the other menials attaching to the retinue of the Residency with a small nucleus of "braves" armed with any weapons they could get, in short, the typical rag, tag and bobtail that formerly composed the "soldiers" and to make better provision both for the protection of the Residency and of the newly opened trade marts on the road to India the Chinese Government had decided to station fifteen hundred New Model troops in Tibet, and these were approaching the Dependency shortly after the Dalai Lama had returned. Whilst these were still some distance away, but were known to be rapidly approaching Lhasa, one of the noblemen of the Amban's retinue, a man of a body-guard "police man," and shot him out of hand, and for this act he was taken in custody with a view to punishment. As the New Model approached Lhasa it sent forward an advance company of forty cavalry, and this company when quite near Lhasa fell in with the retinue of a Tibetan nobleman, who was travelling in grand style and, as often happens in such circumstances, the menials attached to each company fell into more or less promiscuous intercourse with each other. A quarrel arose just as the noblemen's suite was moving off, and one of the cavaliers, evidently with that insolence that often distinguishes the rank and file of the governing Power when in the territory of the dependent, fired at the nobleman but missed him, though he shot a somewhat important member of his company, a lesser nobleman. These two incidents were reported to the Dalai Lama by underlings who had reason to detect the noblemen's suite, and a number of abuses of temporal power, infringement of the civil administration, and they made out that these matters showed the drift of things; first a common policeman, next an attempt at a high nobleman, unbecomingly it is true but involving the life of a lesser dignitary. Soon, said these fellows, it will be the Dalai Lama himself. The whole thing was so construed as to stir up the Dalai Lama to revolt. Instead of that it stirred him into flight, clearly quite unprovoked, for His Reverence went without the slightest alarm, leaving behind even such things as were absolutely necessary for a long journey. The Dalai Lama is usually slow to act, and all the circumstances point to the fact that flight was decided upon in a moment of panic. What happened thereafter everybody knows.

and not with Chinese capital, the consequences that would inevitably follow would in the opinion of many be very serious indeed. As previously mentioned, they regard this railway as something affecting their life and death—something that they must maintain at any cost. From that can be gathered up to the present, it appears that if their cry, "Chinese capital only," should be unheeded, if their strong protest against the introduction of foreign loans for the construction of the railway should ultimately prove of no avail, they would more than likely take further steps to defend their rights and interests. Disturbances may break out all over Hunan, possibly resulting in the loss of innocent lives and the destruction of valuable property. Foreign lives and foreign property there would be endangered, and it would give rise to serious diplomatic negotiations, not to say the calling out of the foreign men of war for the protection of same. But this apparent calamity, which nobody would like to see happen, can easily be avoided if the Chinese should be allowed to build the railway themselves without the use of foreign loans, and in view of what may possibly happen in the alternative, it seems necessary that something should be done to settle the question with the Hunanese on a fair and satisfactory basis. As already stated, the bone of contention with the Hunanese is not the acceptance of foreign loans by the Government, but the use of foreign loans for the construction of the railway. Supposing, however, the Government should finally succeed by means of mere pressure exerted on the people in building the railway with foreign loans, even then, it may be assumed, the Hunanese would not take further steps to defend their rights and interests. They would boycott the railway, and would cause such troubles and such difficulties as would paralyse all works of the railway.

The above is not written by an alarmist out of his imagination. It is based on facts gathered from reliable sources, showing the firm conviction and attitude of the Hunan people towards the Canton-Hankow railway, and therefore deserves the serious consideration of foreign capitalists who are so interested in the development of railways in China.

The Editor of the *Peking Daily News* appends the following:—We do not agree with the views expressed in the above article. We think foreign money should be welcome for the development of China's immense resources and railways especially. We object to foreign money only when it carries political designs which tend to the impairment of China's sovereignty; when it means that China has to pay double for what she needs and to receive half for what she sells. As regards the scheme set forth for the purpose of raising funds from officials' salaries and the increase of salt taxation, etc., we are afraid the writer is a little too sanguine. Experience tells.



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and notices which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 33. Telephone No. 12.

Telegraphic Address: PRESS CODES: A.B.O.

5th Ed. Lieber's.

## NEW ADVERTISEMENTS

## NOTICE.

KNOW all Men by these Presents that I, E. S. JOSEPH, Broker, of Hongkong, do hereby declare that from henceforth I shall CEASE to use and Sign the Name of JOSEPH and that I now adopt and take the name of E. S. JOSEPH GOULD and I shall now and at all times hereafter use and Sign the said Name of JOSEPH GOULD instead of that of JOSEPH.

E. S. JOSEPH.  
Hongkong, 3rd September, 1910. [1024]

## IN THE SUPREME COURT OF HONGKONG.

## ORIGINAL JURISDICTION.

IN THE MATTER OF THE COMPANIES' ORDINANCES, 1865-1886.

AND IN THE MATTER OF THE HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that His Honour Sir FRANCIS FIGGOTT, KNIGHT, Chief Justice of the Supreme Court of Hongkong, has by an Order dated the 23rd day of August, 1910, appointed LAU CHU PAK (伯壽) of Alexandra Buildings, Victoria, in the Colony of Hongkong, Comptroller to A. S. WATSON & COMPANY, LIMITED, to be Official Liquidator of the above-named Company.

Dated this 2nd day of September, 1910.

J. H. KEMP,  
Registrar.

1025

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED TO BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA."

Captain B. W. H. SNOW, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 17th September, 1910, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MOOLTAN," 9,621 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Vanillas, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "PERSIA," due in London on the 15th October, 1910.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars apply to

E. A. HEWITT,  
Superintendent.

Hongkong, 5th September, 1910. [1]

## NOTICE.

WE beg to inform our Lady Customers that our Establishment will be

CLOSED at 6 p.m. every day, commencing from 15th September, for One Month only owing to our FASTING HOLIDAYS.

## HOOSAIN-ALI &amp; Co.,

No. 14, Queen's Road Central.

Hongkong, 5th September, 1910. [707]

## WANTED all kinds of GUTS, especially CHIN HOG CASINGS.

Agents also may communicate to—

SEIGMUND COHN,  
HAMBURG 15,  
(Germany).

993]

## TO ALL WHOM IT MAY CONCERN.

AFTER This Date, I shall be no longer Responsible for the Debts of my Wife, MARY WILKS.

G. WILKS,  
Naval Yard Police.  
Hongkong, 31st August, 1910. [998]

## VIENNA CAFE CO.,

(1910) LIMITED

(RECONSTRUCTED).

QUEEN'S ROAD CENTRAL,  
(Opposite Post Office.)

A FIRST CLASS RESTAURANT

(TABLE D'HOTE OR A LA CARTE)

AFTERNOON TEAS, ICES, LIGHT REFRESHMENTS.

SPECIALY SELECTED BRANDS OF WINES, SPIRITS, BEERS, &c.

AN EXTENSIVE MODERN BAKERY.

A FRENCH CHEF.

Hongkong, 23rd July, 1910. [974]

## PUBLIC COMPANIES

## GREEN ISLAND CEMENT CO., LTD.

A FIFTEEN CENTS per Share for the Six Months ending 30th of June, 1910, will be Payable on the 12th day of September, 1910, on which date Dividend Warrants may be obtained on application at the Company's Office.

THE TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 12th day of September, 1910, both days inclusive.

SHEWAN, TOMES & Co.,  
General Managers.

Hongkong, 25th August, 1910. [980]

## THE CHINA LIGHT AND POWER COMPANY, LIMITED.

THE NINTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, 5, George Street, Building No. 6, Cornhill Road, on SATURDAY, 17th September, 1910, at Noon, for the purpose of receiving a Statement of Accounts and Report of the General Managers for the year ending 31st July, 1910, and electing a Consulting Committee and Auditors.

SHEWAN, TOMES & Co.,  
General Managers.

Hongkong, 2nd September, 1910. [1016]

## DOUGLAS STEAMSHIP CO., LTD.

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, 5, George Street, Building No. 6, Cornhill Road, on SATURDAY, the 24th September, at Noon, for the purpose of receiving a Statement of Accounts and Report of the General Managers, together with a Statement of Accounts to the 30th June, 1910.

THE TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 24th Sept., both days inclusive.

DOUGLAS, LAPRAIK & Co.,  
General Managers.

Hongkong, 3rd September, 1910. [1018]

## NOTICE OF FIRM

## NOTICE.

WE HAVE Authorized Mr. H. K. W. BRANT to Sign our Firm from the 27th inst.

N. MODY & Co.,  
Hongkong, 30th August, 1910. [992]

## INTIMATIONS

PEAK TRAMWAYS COMPANY, LTD.

## NOTICE.

FOR the purpose of renewing some parts of the hauling machinery the Service of Cars will be Suspended from 8 p.m., on SATURDAY, the 10th inst., till 8 a.m. on MONDAY, 12th inst.

JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong, 1st September, 1910. [1007]

## SOCIETE DES PULPES ET PAPIERIES DU TONKIN.

NOTICE IS HEREBY GIVEN that a First Call of Dollars Ten (\$10) HAIPHONG CURRENCY, Dollars Ten and Cents Twenty-five (\$10.25) HONGKONG CURRENCY, per Share will be made on the 1st October, 1910.

Payment must be made to the HONGKONG AND SHANGHAI BANKING CORPORATION, The BANQUE DE L'INDO-CHINE, or to the INTERNATIONAL BANKING CORPORATION between SATURDAY, the 1st, and SATURDAY, the 8th October, 1910.

The Provisional Certificates may be sent in to Messrs. LOWE, BINGHAM & MATTHEWS, St. George's Building, for endorsement after payment has been made on surrender of the Bankers' Receipts. Interest at the rate of 7 per cent. per annum will be charged on all unpaid calls after the 8th October, 1910.

For the Board of Directors.

T. F. HOUGH,  
Chairman.

Hongkong General Purposes Committee.  
Hongkong, 1st September, 1910. [1009]

## THOUSANDS OF DOLLARS ARE

SAVED BY THE EXPENDITURE OF AS MANY CENTS

By the Use of

SOLIGNUM.

he Wood and Brickwork Preservative which really does what is claimed for it. IT IS ABSOLUTE DEATH TO THE WHITE ANT.

Extensively used by the British Government at Home and Abroad, by H.M. War Department at Hongkong, the Imperial Maritime Customs and all large local concerns.

Prospectus samples and all information from the General Agents,

SIEMSEN & Co.  
(Machinery Dept.), Hongkong.

748]

## GRACA &amp; CO.

27, Des Vaux Road.

Dealers in

ASIATIC POSTAGE STAMPS AND PICTORIAL POST CARDS.

JUST Received a Selection of POSTAGE STAMP CATALOGUES FOR 1910.

Picture and Painting Books, Novels, Postage Stamp Albums with Movable Leaf, Puzzle Post Cards, School and Shopping Bags, Dolls, Toys, Cigars, Cigarettes, &c., &c.

Inspection Invited. [789]

DAVID CORSAIR & SON'S

MERCHANT NAVY BOILED LONG FLAX

REBELANCE CROWN TARTANING

ARNHOLD, KARBBERG & CO

Sole Agents.

15351

## SINGON &amp; Co.

IRON, Steel, Metal and Hardware Merchants

Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. Nos. 35 & 37, Howe Loong Street, (2nd St. West of Central Market). Telephone No. 515.

[496]

## ENTERTAINMENT

## THEATRE ROYAL.

Lessee: MR. WARWICK MAJOR.

FOR THE FIRST TIME IN HONGKONG.

## WARWICK MAJOR'S COMEDY CO.

Including the Popular Actress MISS GEORGIE CORLASS.

Support: 1 by EIGHTEEN WELL-KNOWN ENGLISH ARTISTES.

ON WEDNESDAY NEXT, 7th SEPTEMBER, in CHAS. HAWTREY'S most laughable Farceal Comedy in Three Acts, "JAN R."

PRICES: \$3, \$2, AND \$1.

Plain at MOUTRIE'S.  
Hongkong, 4th July, 1910. [1015]

## FOR SALE

## FOR SALE.

REMAINING Portions of MARINE LOTS 31 and 36, at PRATA EAST. Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

## MARINE LOT No. 285

EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply—G. FENWICK & Co., Ltd.,  
Engineers & Co.,  
PRATA EAST, HONGKONG.

Hongkong, 8th June, 1905. [84-168]

## ON SALE.

HONGKONG HANSARD REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS.

PRICE \$3.

DAILY PRESS OFFICE.  
Hongkong, 21st February, 1910. [316]

## CHEESE

## CHOICE

CANADIAN STILTON.

60 CENTS PER LB.

## THE

DAIRY FARM CO., LTD.

## NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to .333G. at \$5, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.  
Hongkong, 26th October, 1906. [545]

## AUTOMATIC BROWNING

POCKET PISTOLS.

CALIBRE 7.65 mm.

With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN & Co.  
Hongkong, 6th March, 1907. [38]

## TO LET

## TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.

Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st September, 1910. [994]

## TO LET.

## AT THE PEAK.

THE FIVE-ROOMED HOUSE, known as "Biston," situated on Plantation Road. For Particulars, apply to—

DENNY & BOWLEY.  
Hongkong, 9th August, 1910. [922]

## TO LET.

A HOUSE, in Knutsford Terrace.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st September, 1910. [325]

## TO LET.

ELEGANTLY Furnished, from middle of October, the SEVEN-ROOMED HOUSE known as "ALHAMBRA," Barker Road, the Peak. Kitchen Garden, Lawn, &c.

Rent \$300 per month.

For particulars, apply to—DEACON, LOCKER & DEACON,  
Solicitors, 1, Des Vaux Road Central.

Hongkong, 22nd August, 1910. [969]

## FURNISHED SUITES.

DRAWING ROOM, BED ROOM and BATH, with Board. Tennis Court. To be Opened October 1st.

Apply—Mrs. OUTERBRIDGE,  
5, Knutsford Terrace, Kowloon.

Hongkong, 19th July, 1910. [341]

## TO LET

## TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, ROOMS suitable for Offices.

One GODOWN in MASON'S LANE.

Apply to—DAVID SASSOON & Co., Ltd.  
Hongkong, 8th March, 1910. [95]

## TO LET.

No. 2, HOLLYWOOD ROAD.

No. 2, OLD BAILEY. Immediate Possession.

ARRATON V. APCAR & Co.,  
14, Des Vaux Road Central.

Hongkong, 4th July, 1910. [800]

## TO LET.

King's Buildings.

OFFICES facing the Harbour lately in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st September, 1910. [89]

## TO LET.

OFFICES in Des Vaux Road, Central, corner of Ice House Street.

Apply to—Messrs. PERCY SMITH & FLEMING,  
5, Queen's Road.

Hongkong, 2nd June, 1910. [440]

## TO LET.

MODERATE RENTAL.

HOUSES in Observatory Villas (5 Rooms), Kowloon. Electric and Gas laid on, Tennis Court.

Apply to—ARRATON V. APCAR & Co.,  
14, Des Vaux Road Central, 1st Floor.

Hongkong, 28th July, 1910. [875]

## TO LET.

SELF-Contained FLATS, NATHAN ROAD, Kowloon, with Gas, Electric Light and Telephone in each Flat.

Apply to—J. HENNESSEY SETH,  
No. 4, Ice House Street.

Hongkong, 2nd July, 1910. [795]

## TO LET.

THE TOP FLAT of No. 4, Seymour Road, Hongkong. Cheap Rental.

Apply to—SPANISH DOMINICAN PROCUATION.

Hongkong, 3rd September, 1910. [1020]

## TO LET.

NOS. 19 and 21, SHELLY STREET, 1 HOUSE in Bellfield Terrace.

No. 2, CONDUIT ROAD, 5-Roomed House, from 1st June or 1st July, 1910.

No. 9, BEACONSFIELD ARCADE (Shop), C. M. S. PEAK BUNGALOW, MOUNT KELLET, Furnished, for 7 months from 1st November, 1910.

No. 57, PRATA GRANDE, Macao, FOR SALE.—FOR CREDIT, at Peak, commanding a Magnificent View of the Harbour and adjacent Islands.

Apply to—LINDSEY & DAVIS,  
3rd Floor, Alexandra Buildings.

Hongkong, 22nd August, 1910. [91]

## TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st September, 1910. [88]

## TO LET.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 43, Yauwatt, Area 65,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

Hongkong, 1st December, 1909. [790]

## TO LET.

No. 16, WYNDHAM STREET. From 1st September, 1910.

Apply to—E. A. & C. F. DE CARVALHO,  
14, Arbuthnot Road.

Hongkong, 8th August, 1910. [913]

## TO LET.

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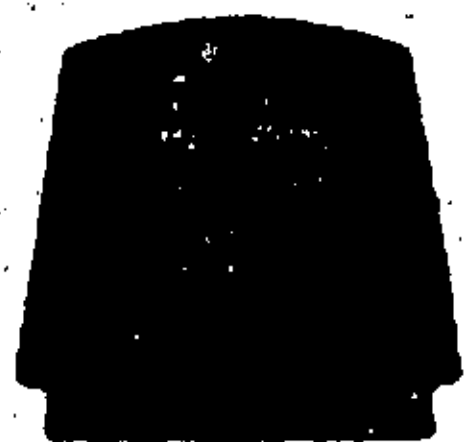
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# THE RULE OF THE ROAD.

A paper on the Rule of the Road on Land was read at the 26th Conference of the International Law Association by Mr. R. P. Mahaffy.

He said it was strange that the custom of the road should differ from country to country. Sweden, Hungary, Portugal, in some cities of Italy, and in some provinces of Austria; and the opposite in France, Germany, the country parts of Italy, Spain, Russia, and even in the United States of America, where so many English institutions still remained. The natural way to lead a horse was with the right hand, and it was desirable, when two horses were passing on a road, that the man leading them should each be between his horse and the other horse and man. Now if a man leading his horse with his right hand wished to be between that horse and any other meeting him on a path, he would naturally keep to the right. This enabled him to control his horse and keep it to the side of the road. Moreover, if a horse which was being led shied or kicked, he always did so away from the side on which he was led; and if he was led with the right hand and was led past other horses on the right, he would, if he kicked or shied, do so towards the outer edge of the road, which was much less dangerous than if he shied or kicked into the middle of the road. This fact was realized to this day in the country roads in England, where the rule for horses led by hand was the opposite from that for driven carriages, and this must have been the universal rule in olden times when heavy traffic was carried by led pack-horses. It remained to be considered why the rule in England was changed, and he had come to the conclusion that it must have been changed gradually after the introduction of fast carriages driven on the English carter roads, and more especially after the introduction of coaching and driving, and the general conclusion to which they pointed was that the practice of driving carriages became general in the early part of the 17th century.

When carriages came into general use one thing at once became essential and that was that the whip, which did so much to guide as well as to encourage horses, should be free. This became even more necessary with the introduction of four-in-hand driving and fast journeys, for drivers had little control over the leading horses except by means of the whip. If a coach were driven on the right of the road the coachman's long whip (which was held in his right hand) would be much less free if it was towards the side of the road with its hedges or trees, or close to the walls of houses in the narrow streets of our old English towns, than if it was not so. Holding the whip in his right hand, the driver was naturally inclined to keep to the left side of the road so as to have room for the free play of the whip. But if he was right in his submission as to the reason of this change, how was it that no such change was made in France or Germany? There was a difference between the history of the making of roads in France and in England. The French roads, at all events, the *routes nationales*, were generally made straight across country from one large city to another, and they took little notice of the small towns and villages which lay near their path. An order of the French Royal Council in 1775 divided the roads of France into four classes. The breadth of the first class was to be 42ft. between fences; that of the second class 35; of the third 30; of the fourth 24. No doubt some of our English roads were at that time much as 42ft. wide between fences, but very few of them were so, and with a road 42ft. or even 36ft. wide the risk of having the whip encumbered, if one kept on the right side, by trees, hedges, or wall was very much less than in the narrow roads of England. The English rule was not confirmed by statute till the passing of the Highway Act of 1845, and before that time it was clearly decided by the judges that it was best only a rule of convenience and not to be adhered to as a hard-and-fast rule. Since 1835 the duty to keep to the left had been put upon all drivers, both when they were meeting other vehicles and when they were being overtaken, and failure to observe this rule was punishable with a fine.

**SUGGESTED RULE AT CROSS-ROADS.**

In England there was no rule of the road at cross-roads. The Scottish Courts had endeavoured to lay down as a practical rule that if a main road was crossed by a side road persons on the side road when approaching the crossing must come up to it with so much care as to be able to avoid anything which they might meet coming along the main road, and to give way as a rule to traffic which they met on the main road. There were two serious difficulties in applying this rule. First, it was not always possible to say which of two roads was the main road and which was the side road. Secondly, unless the rule was to be made very strict and the driver on the main road to be allowed to keep his course and speed when he was approaching a crossing, and to assume that all traffic coming out of side roads would give way to him, it was of very little use. The rule laid down in the Regulations of the German Bundesrat, of May, 1906, on vehicles entering another street was practical: and a rule of cross-roads might be evolved from it which was better than the recent product of the Scottish Judges. These regulations, which applied only to motor-cars, prescribed that, on bending into another street or road the driver must take the shortest curve if he was turning to his right, and the longest if he was turning to the left. They prescribed further that when vehicles, riders, or cattle met on the road, the driver must give over to his right "sufficiently," and that if, owing to the conditions of the place, he could not do this, he must wait till the road was free.

This was a practical rule, unencumbered by the difficulty which attended the application of the Scottish rule. But in England, if we were to borrow this rule from the Germans, we should have to vary it by saying that in an emergency of this kind each party must turn to the left; for thus only would those who were suddenly opposed to one another at a crossing and were in danger of colliding, each driver should turn to his right even if the movement compelled him to turn aside for the moment from the road he wished to follow.

He saw no prospect of a unification of the rules of the road on land in the various countries, and he saw no necessity for such unification; for so long as foreigners knew what country they were in it was easy to remember and observe the rule

of the road. But it was desirable and convenient that we should have international registration of vehicles. This had been achieved with notable rapidity and ease since the last meeting of the Convention of the Convention of Paris of October, 1910. Orders in Council had since been issued in England which not only made it easy for foreigners to visit England with an international travelling pass, but actually modified our local law in England so contained in the Statute of 1903, for the case of these foreign vehicles.

## PEKING SYNDICATE PROSPECTS.

Presiding at the ordinary general meeting of the Peking Syndicate (Limited) on the 24th ult., Sir Richard Davis Aveling said that since the last meeting the scheme of arrangement, which the present board had formulated for reconciling the rights of the company's different classes of shares, had received the sanction of the Court. That scheme removed all difficulties in respect of the rights attached to the various shares, and they were now for the first time in a position to present a profit and loss account made up in accordance with the Articles of Association. They had every reason to congratulate themselves on the scheme having been carried through. The profit and loss account showed the sum of £245,551 standing to its credit. There was also a reserve of £106,022 derived from the premium obtained on the issue of Ordinary shares, while under a suspense account there was a credit of £37,851. This was held in suspense pending settlement of a dispute with a firm of railway contractors which had been referred to arbitration. After anxious consideration the new board (which only assumed office six months ago) unanimously decided, notwithstanding the large sum standing to the credit of profit and loss, to carry this forward and not to recommend the declaration of a dividend. They thought it better to accumulate funds and strengthen the financial position. The capital of the company was practically intact, and being represented by securities and money in the banks and in the hands of the Government, was absolutely liquid. They had no debenture debt and no interest to pay on loans. The principal reason why they did not recommend the paying of a dividend at this stage was that they found the syndicate, after thirteen years of anxious, sound, and healthy body, but a veritable dwarf considering the potentialities, which require large resources for their developments. As a matter of fact there were other sources of profit, but it was premature to speak of them. They thought the shareholders would endorse the decision to pay no dividend at present. With regard to the commercial and industrial situation, the board found themselves face to face with many difficulties which required the closest attention, and as it was imperative to put them on a very much more satisfactory basis, they decided as their initial step to send out a special representative to China, and the choice fell on George Browne, formerly consul at Kinkiang, who was accompanied by Mr. F. W. North, one of the company's consulting engineers. These gentlemen had been actively engaged in the interests of the company. Mr. North confirmed in every particular all that the shareholders knew already regarding the company's coalfield, and had proved that the coal was excellent and the supply practically unlimited. They were also told that pending the unwrapping of Nos. 1 and 2 shafts it was possible to obtain the output from shafts Nos. 4 and 6 to 2,000 tons per day. The board had given the necessary instructions that this should be done. They were hoping to place the sales of coal on a much more satisfactory basis than had hitherto obtained, and he was glad to say that last week they received a cable from Mr. Browne stating that he had secured a reduction in the railway rates to Tientsin, and had purchased boats to enable them to convey coal by water more economically. Up to December 31 last some 90,000 tons of various grades of coal were sold, the proceeds of which, after deducting cost of producing, freight, &c., had been credited to working expenses account. They had instructed Mr. Browne to apply to the Chinese Government for permission to start working the iron ore. Mr. North was on his way home, and when the board had his technical knowledge to advise them they would not take in hand the question of erecting the blast furnaces and all the necessary plant for an up-to-date iron manufacturing industry. In the meantime experiments were being carried out on the spot to the best method of dealing with the ore which outcropped on the Honan Concession.

The report was adopted.

## LATEST STEAMER MOVEMENTS.

The H.A. Linie str. *Sambila* left Shanghai on the 3rd inst. a.m., and may be expected here on or about the 7th inst.

The H.A. Linie str. *Spacia* left Kobe via Foochow on the 1st inst. a.m., and may be expected here on or about the 8th inst.

The C. & M. str. *Bubi* left Manila on the 3rd inst., and is due here to-day at 3 p.m.

The N.Y.K. str. *Colombo Maru* (Bombay Line) left Moji for this port on the 31st ultimo, and is expected here to-day.

The N.Y.K. str. *Kanagawa Maru* (European Line) left Shanghai for this port on the 3rd inst., and is expected here to-morrow.

The I.G.M. str. *Goeben* left Shanghai on the 3rd inst., at 9 p.m., and may be expected here to-morrow at daylight.

The I.G.M. str. *Prins Sigismund* left Kobe on the 4th inst., at 5 a.m., and may be expected here on or about the 9th inst. a.m.

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**STEAMERS.**

**BARON INNEDELL**, British str., 2,139, D. McAlister, 4th August—Moji 29th July, Coal—Bradley & Co.

**BENLAWE**, British str., 1,250, H. W. Bee, 27th August—Yokohama 21st August, Ballast—Gibb, Livingston & Co.

**BUYO MARU**, Japanese str., 1,813, Y. Yatsunaga, 2nd September—Daly 26th August, Coal—Mitsui Bussan Kaisha.

**CHOWFA**, German str., 1,055, F. Schmitz, 7th August—Bangkok 1st August, Timber and Rice—Norddeutscher Lloyd.

**DAIJIN MARU**, Jap. str., 846, Y. Kaburaki, 31st Aug.—Swatow 30th Aug., General—Osaka Shosen Kaisha.

**ELAZ**, British str., 2,571, Milner, 31st August—Hankow 25th August, Ballast—A. P. & Co.

**FEICHING**, Chinese str., 980, J. B. Howie, 1st Sept.—Shanghai 28th August, General—C. M. S. N. Co.

**HONGKONG**, French str., 739, A. Corneliussen, 1st September—Haiphong 23rd August, General—A. R. Marly.

**HUNAN**, British str., 1,143, Benson, 20th Aug.—Saigon 16th August, Rice—Butterfield & Swire.

**KUMCHOW**, British str., 1,460, J. D. Martin, 27th August—Saigon 23rd Aug., General—Ying Sang & Co.

**KWANGTAN**, Chinese str., 1,536, E. H. Pratt, 28th August—Shanghai 25th August, General—C. M. S. N. Co.

**LENNOX**, British str., 2,351, J. Reid, 1st Sept.—Koolung 30th Aug., General—Dodwell & Co.

**LIGHTNING**, British str., 2,122, Smith, 2nd Sept.—Calcutta 17th August, General—David Sassoon & Co.

**LINAN**, British str., 1,350, Williams, 31st Aug.—Shanghai 28th Aug., General—Butterfield & Swire.

**LOOSCH**, German str., 1,020, G. Schultze, 27th August—Bangkok 19th and Swatow 26th August, Rice—Butterfield & Swire.

**LYREMOR**, German str., 1,232, v. Pilgrim, 30th August—Swatow 29th Aug., Ballast—Hamburg-Amerika Linie.

**NANCHANG**, British str., 1,044, Cogan, 2nd Sept.—Newchwang 23rd Aug., General—Butterfield & Swire.

**NORD**, British str., 1,185, F. J. Fryn, 9th Aug.—Shanghai via Foochow 1st August, Case Oil—Asiatic Petroleum Co.

**OMURA MARU**, Japanese str., 1,780, Yamanishi, 17th August—Dairen 1st August, Coal—Mitsui Bussan Kaisha.

**ONGANG**, British str., 1,987, E. J. Butler, 2nd September—Moji 27th August, Coal—Jardine, Matheson & Co.

**PAKHUI**, British str., 1,227, Gibbs, 30th Aug.—Cherbon 19th August, Sugar—Butterfield & Swire.

**SIAM**, British str., 995, Bims, 2nd August—Singapore 26th July, Kerosene Oil—McBain.

**SIGNAL**, German str., 902, F. Iversen, 27th August—Swatow 26th August, General—Jensen & Co.

**S. THAN**, American str., 574, D. Pajo, 31st July—Manila 27th July, Sugar—W. B. & Co.

**SUIBANG**, British str., 1,771, M. Picknell, 21st August—Chingwantao 14th August, Coal—Chinese Engineering & Mining Co.

**TACOMA MARU**, Japanese str., 3,330, H. Yamamoto, 30th August—Tacoma, Wash., 4th and Manila, P.I., 28th August, Flour and General—Osaka Shosen Kaisha.

**TAIBANG**, British str., 1,542, G. F. Matthews, 27th July—Saigon 23rd July, Rice—Jardine, Matheson & Co.

**TAMING**, British str., 1,350, G. H. Pennefather, 2nd September—Manila 30th Aug., Hemp and General—Butterfield & Swire.

**TELEMACIUS**, British str., 1,340, Edwards, 15th August—Saigon 11th August, General—Wo Fat Sing.

**TJILATAP**, Dutch str., 3,860, A. W. La Boeg, 27th August—Batavia 21st August, Sugar and General—Java-China-Japan Lijn.

**YANOSSE**, British str., 4,149, Jos. Rulford, 25th July—Liverpool and Singapore 19th July, General—Butterfield & Swire.

**YATSHING**, British str., 1,424, S. J. Payne, 1st Sept.—Bangkok and Koshichang 26th August, Rice and General—Jardine, Matheson & Co.

**YCHOOW**, British str., 1,306, Mills, 4th August—Tientsin 28th July, Salt—Butterfield & Swire.

## SAILING VESSEL.

**ARROW**, British barque, 2,571, McIvor, 20th May—Anjer 8th April, Kerosene Oil—Standard Oil Co.

**DRUMSTAY**, British 4-masted barque, 1,799, Swati, 27th August—Manado 30th July, Ballast—Standard Oil Co.

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## SHIPPING.

## ARRIVALS.

BENLOE, British str., 1933, Wm. A. Grey, 4th September—London via Singapore 28th August, General—Gibb, Livingston & Co.  
 FUKU MARU, Japanese str., 3807, Y. Mura-kami, 2nd Sept.—Moi 27th August, Coal—Mitsui Bussan Kaisha.  
 GERMANIA, German str., 1713, H. Frandsen, 2nd Sept.—Hongkong and Hoihow 1st Sept., Coal and Pigs—Jensen & Co.  
 HATCHING, British str., 1267, W. C. Passmore, 4th Sept.—Fochow via Amoy 2nd Sept., General—Douglas, Lapraik & Co.  
 HAMUN, British str., 641, A. Stewart, 3rd September—Swatow 2nd Sept., General—Douglas, Lapraik & Co.  
 HAVAN, Norwegian str., 1066, Anderson, 2nd Sept.—Bomby 26th August, Rice—Aagaard, Thorsen & Co.  
 KAGA MARU, Japanese str., 1800, T. Kitano, 4th Sept.—Wakamatsu 27th August, Coal—Mitsui Bishi Goshi Kaisha.  
 LINAN, British str., 3rd Sept.—Canton.  
 PERANANG, German str., 1051, V. Mengelsohn, 3rd Sept.—Bangkok 25th Aug. and Hoihow 1st September, Rice and Meal—Butterfield & Swire.  
 SHINSHU MARU, Japanese str., 1938, H. Mary, 3rd Sept.—Moi 28th August, Coal—Osaka Shosen Kaisha.  
 SUMA, Japanese str., 3100, J. Takemochi, 3rd September—Pescadores Is.  
 TEUCER, British str., 5802, G. W. Parkinson, 3rd Sept.—Manila 31st August, General—Butterfield & Swire.  
 TIENTSIN, British str., 1227, F. Boyd, 3rd September—Swatow 2nd Sept., General—Butterfield & Swire.  
 TUBODAS, Dutch str., 2953, P. Zwart, 3rd September—Kobe and Amoy 2nd Sept., General—Java-China-Japan Lijie.

## DEPARTURES.

3rd September.  
 ARCADIA, British str., for Europe, &c.  
 ARBATON APCAR, British str., for Singapore.  
 ASIA, American str., for San Francisco.  
 CHINESE, British str., for Swatow.  
 KEONGWAI, German str., for Swatow.  
 NACONANG, British str., for Canton.  
 ZATRO, British str., for Manila.  
 4th September.  
 KASHING, British str., for Amoy.  
 MARIE, German str., for Saigon.  
 PALMA, British str., for Keelung.  
 TAUROGIAN MARU, Japanese str., for Moji.  
 VICTORIA, Swedish str., for Saigon.

## SHIPPING REPORTS.

The British str. *Hatching* reports: Wind and weather very unsettled with confused sea and low barometer; shivered the night of 2nd September in Amoy outer harbour through typhoon weather. Took a native off a bamboo raft off Rees Island.

## VESSELS IN DOCK.

September 2nd.  
 TAIKOO DOCK.—Union, Drummell, Demeter.

## PASSENGERS.

ARRIVED.  
 Por Phiamang, from Bangkok, &c., Dr A. G. Menia.  
 Por Hatching, from Coast Ports, Mr Luykx, Miss Hunt, Mr and Miss Sayer, Mr and Miss Stewart, Mrs Peppercott and Mr Kozaki.  
 DEPARTED.  
 Por Zafiro, for Manila, Lieut. H. C. Daniels, Mr and Mrs Goodell, Mr and Mrs A. Martin, Mr L. D. Week, Mr E. C. Wilk, Mr N. Garcia, Mrs Gaw An, Mr J. T. Gonzalez and Doctor Minor.  
 Por Asia, for San Francisco, Mr W. W. Polling, Mr Geo. Becht, Mr B. E. Fielder, Mr Henri Taffine, Mr and Mrs W. O. Pou, Mr H. Hepler, Mr and Mrs H. W. Robinson, Mr and Mrs H. M. Lawer, Mr F. C. Banham, Miss D. Mannie, Mr Jase A. Cuslow, Mr N. Hornes, Mrs B. S. Blaisdell and infant, Misses H. and G. Blaisdell, Master E. Blaisdell, Messrs F. L. Frank, O. Atkin, N. J. McCall, Dana, Duncan, Folken, Mr and Mrs S. H. M. Frank, and Mr W. J. E. Cox.

## VESSELS EXPECTED.

THE GERMAN MAIL.  
 The I.G.M. str. *Derfflinger*, carrying the German Mail with date from Berlin of the 10th ultimo, left Singapore on the 2nd instant, at 5 p.m., and may be expected here to-morrow at 8 p.m.  
 THE INDIAN MAIL.  
 The Indo-China str. *Nansang* from Calcutta and the Straits left Singapore for this port on the 31st ultimo.  
 The Indo-China str. *Lansing* left Calcutta for the Straits and Hongkong on the 28th ult., and is due here on or about the 13th inst.  
 THE CANADIAN MAIL.  
 The C.P.R. Co's str. *Empress of India* arrived at Kobe at 6.30 p.m. on the 1st instant, and left again at 2 a.m. on Friday for Shanghai, where she is due to arrive at 3 a.m. on the 5th instant.  
 THE AMERICAN MAIL.  
 The P.M. str. *Mongolia* left Yokohama on the 30th ult., for Hongkong via Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 11th inst.  
 The T.K.K. str. *Tenyo Maru* leaves Yokohama on the 5th instant, and is due to arrive at this port on the 13th instant.  
 THE AUSTRALIAN MAIL.  
 The E. & A. str. *Eastern* from Sydney, &c., left Port Darwin on the 29th ultimo for Timor, Manila and this port.  
 The E. & A. str. *Alderman* left Sydney on the 31st ultimo for Queensland Ports, Manila and this port.  
 MERCHANT STEAMERS.  
 The str. *Capri* left Singapore for this port on the 29th ultimo, and may be expected here to-day.  
 The str. *Bloisfontein* left Singapore on the 30th ultimo, and is due here to-day.  
 The H.A. Line str. *Alena* left Singapore on the 30th ultimo p.m., and may be expected here to-day.  
 The str. *Glenstrae* left Singapore on the 31st ultimo, and is due here to-day p.m.  
 The Mogul Line str. *Pathan* sailed from the United Kingdom on the 2nd ultimo for Hongkong via Straits.  
 The P. & O. S. N. Co's str. *Nova* left Singapore for this port on the 2nd instant, at 3 a.m., and is due here on the 7th instant, at about 6 a.m.  
 The O.S.K. str. *Panama Maru* left Tacoma for this port via Japan and Manila on the 6th ultimo, and is expected to arrive here on or about the 13th instant.  
 The N.Y.K. str. *Ceylon Maru* (Bombay Line) left Bombay for this port via Colombo and Singapore on the 26th ult., and is expected here on the 13th instant.  
 The O.S.K. str. *Seattle Maru* left Tacoma, Wash., for this port on the 26th ultimo, and is expected to arrive here on or about the 27th instant.

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION CO.

## HOMeward PASSENGER SEASON 1911.

## PROPOSED SAILINGS OF MAIL STEAMERS FOR MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (1 day later)
Steamer	Tons	Steamer	Tons	Due
DELHI .....	8000	MANTUA .....	11000	March 4
ARCADIA .....	7000	MALWA .....	11000	March 18
ASSAYE .....	7500	MACEDONIA .....	10500	April 1
MARMORA .....	10500	(Through Steamer calling at Bombay)		April 15
DEVANHA .....	8000	MOLDAVIA .....	10000	April 29
DELHI .....	8000	MONGOLIA .....	10000	May 13
ASSAYE .....	7500	MOOREA .....	11000	May 27
DELTA .....	8000	MOULTAN .....	10000	June 10

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking. FARES TO LONDON (Including Surtax): 1st SALOON £71.10 SINGLE, £106.14 RETURN. 2nd £48.8, £72.12. IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (Non-Transit) STEAMERS WILL LEAVE FOR LONDON CARRYING SALOON PASSENGERS AT REDUCED RATES. PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
Steamer	Tonnage	about
* SUNDIA .....	4700	January 25
* NUBIA .....	5900	February 8
* SYRIA .....	6600	March 8
* NORE .....	6700	March 22
* PALAWAN .....	4700	April 5
* BORNEO .....	4600	April 19
* SICILIA .....	6700	May 3
* SUMATRA .....	6700	May 17
* NILE .....	6700	June 14

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES. FARES TO LONDON (Including Surtax): 1st SALOON £55.0 SINGLE, £82.10 RETURN. 2nd £38.10, £57.4. \* Carry 1st and 2nd Saloon Passengers. For further Particulars, apply to—

E. A. HEWETT, SUPERINTENDENT.

## THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, VANCOUVER, B.C., SEATTLE & TACOMA VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	To Sail on or About
* SUVERIC .....	6,232	F. S. Cowley	27th September.
* KUMERIC .....	6,232	G. B. McGill	20th October.
* KYMERIC .....	4,362	J. Boyd	20th November.

Calling at Amoy and Keelung if sufficient inducement offers.  
 \* These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to

DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.

## CANADIAN PACIFIC RAILWAY CO'S

## ROYAL MAIL STEAMSHIP LINE.

## "EMPRESS LINE"

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 2 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS OCEAN TRAVEL.

From Hongkong.	From Quebec.
"EMPRESS OF INDIA" SAT., 17th Sept.	"ALLAN LINE" FRIDAY, 14th Oct.
"EMPRESS OF JAPAN" SAT., 8th Oct.	"EMPRESS OF IRELAND" FRIDAY, 4th Nov.
"EMPRESS OF CHINA" SAT., 29th Oct.	"ALLAN LINE" FRIDAY, 25th Nov.
"MONTEAGLE" TUESDAY, 8th Nov.	
"EMPRESS OF INDIA" SAT., 19th Nov.	From St. John, N.E.
"EMPRESS OF JAPAN" SAT., 17th Dec.	"EMPRESS OF BRITAIN" FRIDAY, 16th Dec.
	"ALLAN LINE" FRIDAY, 13th Jan.

"Empress" Steamships leave HONGKONG at 6 P.M. "Monteagle" "at 12 Noon.  
 THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.  
 The "EMPRESS" steamships on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.  
 First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.  
 R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.  
 Passengers Booked through to all points and AROUND THE WORLD.  
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.  
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier

## MESSAGERIES MARITIMES

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.  
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"YABBA" Capt. Ristorcelli	On 12th Sept., P.M.
MARSEILLES VIA PORTS	"V. DE LA CLOTAT" Capt. Barillon	On 13th Sept., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"OCEANIAN" Capt. Sellier	On 26th Sept., P.M.
MARSEILLES VIA PORTS	"TOURANE" Capt. Lancelin	On 27th Sept., 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to—

Hongkong, 31st August, 1910.

P. THOMAS, AGENT, Queen's Building.

## NORDDEUTSCHER LLOYD BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"GOEBEN" Capt. G. Bolte	17,300	Wedday, 7th Sept., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DERFFLINGER" Capt. G. Meiners	17,000	7th Sept.
MANILA, ANGAUR, YAP, MAROU, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	6,000	Saturday, 10th Sept., at Daylight
YOKOHAMA & KOBE	"COBLENZ" Capt. H. Raegenen	6,750	About 20th September.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Semblil	5,050	End of September

\* Fitted with wireless Telegraphy New System of Telefunken.  
 For further Particulars, apply to—

NORDDEUTSCHER LLOYD, MELOHRS & Co., GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 27th August, 1910.

## NOTICES TO CONSIGNEES

S.S. "TOURANE" COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London or S. S. "Charon" and "Medoc" from Havre or "Charon" from Bordeaux or S. S. "Villo de Constantine" in connection with above Steamer, are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon To-day requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 5th September, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 6th Sept., or they will not be recognised. All damaged packages will be examined on the 5th Sept., at 3 P.M. No Fire Insurance has been effected. F. THOMAS, Agent.

Hongkong, 29th August, 1910.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer "DELTA" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo: From London, &c. ex s.s. "China" "Sardinia" and "Himalaya" (Bales of Paper). From Australia ex s.s. "Macedonia". From Persian Gulf, ex B. I. S. N. and B. P. S. N. Co's Steamers. Optional Goods will be landed here unless instructions are given to the contrary within 6 hours. Goods not cleared by the 6th Sept., at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.  
 Hongkong, 31st August, 1910.

## NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

## THE Steamship

"ARBATON APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once, at Consignees' risk and expense. No Fire Insurance has been effected. Bills of Lading will be countersigned by DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 29th August, 1910.

## NOTICES TO CONSIGNEES

FROM EUROPE.

## THE H.A.L. Steamship

"AMBRIA," Captain Delnat, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned. Optional Cargo will be carried on unless notice to the contrary be given To-day. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th Sept. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 5th Sept., at 3 P.M. No Fire Insurance will be effected by us in any case whatever. This Steamer brings on Cargo: Ex s.s. "Tennyson" from New York. Ex s.s. "Baron" from Bordeaux. Ex s.s. "Belgrano" from Lisbon. Ex s.s. "Brumen" from Setubal. Ex s.s. "Ella" from Copenhagen.

HAMBURG-AMERIKA LINE, Hongkong Office.  
 Hongkong, 30th August, 1910.

"SHIRE" LINE OF STEAMERS, LTD. NOTICE TO CONSIGNEES. FROM EUROPE.

## THE Company's Steamship

"GLAMORGANSHIRE" having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 5th Sept., at 5 P.M., will be subject to rent. No Fire Insurance will be effected by us in any case whatever. All damaged packages must be left in the Godowns, where they will be examined at 9.30 a.m. on the 5th Sept. No claims will be admitted after goods have left the Godown, nor will they be recognized if presented after 10 days of vessel's arrival here.

JARDINE, MATHESON & Co., LTD., Agents.  
 Hongkong, 30th August, 1910.

## THE BANK LINE LIMITED.

## NOTICE TO CONSIGNEES.

STEAMSHIP "SUVERIC."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

## THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense. No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., LTD., Agents.

Hongkong, 30th August, 1910.

## VESSELS ON THE BERTH

## REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALANAR COAST). PROPOSED SAILINGS FROM HONGKONG.

For BOSTON AND NEW YORK. S.S. LENNOX ... On 5th Sept. S.S. SAINT PATRICK ... About 10th Sept. For Freight and further information, apply DODWELL & Co., Ltd., Agents.

Hongkong, 5th September, 1910. [929-963]

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITIMI SEDE IN ROMA.

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

## THE Steamship

"CAPRI," Captain Moroso, will be despatched as above on MONDAY, the 12th Sept., at NOON. For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 31st August, 1910.

## "SHIRE" LINE OF STEAMERS, LTD.

For MARSEILLES, LONDON AND ANTWERP.

## THE Steamship

"CARNARVONSHIRE," Captain Gregory, will be despatched as above on or about the 17th September. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 31st August, 1910. [999]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## STEAM FOR

FIUME AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRASSIA to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, and ADELPHI PORTS).

## THE Company's Steamship

"VORWAERTS," Captain Bodnarz, will be despatched as above on THURSDAY, the 29th Sept.

This Steamer has capital accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor. For information as to Passage and Freight apply to SANDER, WIELER & Co., Agents, Princess Buildings.

Hongkong, 31st August, 1910. [3]

## Cutler, Palmer &amp; Co.'s

SPECIAL BLEND WHISKY.

SHIPPERS

Gutler, Palmer & Co., London.

AGENTS

SIEMSEN & CO., HONGKONG

## NOTICES TO CONSIGNEES

APCAR LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

## THE Steamship

"LIGHTNING," having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once, at Consignees' risk and expense. Cargo remaining on board after 4 P.M. of the 5th inst. will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside; such cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 3rd September, 1910. [1011]



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PEN- ANG COLOMBO, PORT SAID and MARSEILLES	NUBIA ..... Capt. J. F. Fox .....	About 7th Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NOBE ..... Capt. G. Phillips .....	About 8th Sept.	Freight and Passage.
SHANGHAI	DELHI ..... Capt. G. W. Gordon, R.N.R.	About 15th Sept.	Freight and Passage.
LONDON via USUAL PORTS DELTA	DELTA ..... Capt. B. W. H. Snow .....	Noon, 17th Sept.	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent

Hongkong, 5th September, 1910.

# CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING" .....	On 6th Sept., 4 P.M.
ILLOILO & CEBU via AMOY	"SUNGKIAN" .....	On 7th Sept., 4 P.M.
SHANGHAI	"CHINHUA" .....	On 8th Sept., 4 P.M.
CHEFOO & NEWCHANG	"NANCHANG" .....	On 8th Sept., 4 P.M.
CHEFOO & TIENSIN	"HUICHOW" .....	On 10th Sept., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Y. ports and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Wusung.

FARE, \$45 SINGLE and \$80 RETURN. TELEPHONE 35.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS. 10

Hongkong, 5th September, 1910

# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI	"HANGSANG" .....	Friday, 9th Sept., Noon.
SHANGHAI, KOBE & MOJI	"NAMSANG" .....	Friday, 9th Sept., Noon.
MANILA	"YUENSANG" .....	Friday, 9th Sept., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG" .....	Wed. day, 14th Sept., Noon.
TIENSIN	"CHEONGSHING" .....	Thursday, 15th Sept., Noon.
MANILA	"LOONGSANG" .....	Friday, 16th Sept., 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang

Telephone No. 215, Sul. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGER 14

Hongkong, 5th September, 1910.

# EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI.

# RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG &amp; VLADIVOSTOK.

# PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR" .....	On 10th Sept.
HAYRE and COPENHAGEN	"YEDDO" .....	On 10th Sept.

For Further Particulars apply to

MELOCHERS &amp; CO., AGENTS. 6

Hongkong, 5th September, 1910.

# DOUGLAS STEAMSHIP CO., LD.

# HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR

# SWATOW, AMOY AND FOOCHEW

AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIPS	CAPTAIN	LEAVING
"HAIYUN" .....	Capt. A. H. Stewart .....	TUESDAY, 6th Sept., at 10 A.M.
"HAIYAN" .....	Capt. J. W. Evans .....	FRIDAY, 9th Sept., at 10 A.M.
"HAIYANG" .....	Capt. A. E. Hodgins .....	TUESDAY, 13th Sept., at 10 A.M.

Steamers will arrive at, and Depart from the Company's Wharf (near Blake Pier). During the Month of September, a Special Reduction of 20% on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK &amp; Co., GENERAL MANAGERS.

Hongkong, 3rd September, 1910.

# HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to MARSEILLES, HAYRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea, and Baltic Ports, and all North and South American Ports.

# NEXT SAILINGS FROM HONGKONG:

# OUTWARD.

For SHANGHAI, KOBE &amp; YOKOHAMA:

S.S. ALESIA .....	8th Sept.
S.S. C. FERD. LAEISZ .....	27th Sept.
S.S. ARMENIA .....	6th Oct.
S.S. SENEGAMBIA .....	21st Oct.
S.S. SILEZIA .....	4th Nov.
S.S. SUEVIA .....	16th Nov.
S.S. ARABIA .....	30th Nov.
S.S. SCANDIA .....	15th Dec.

# HOMEWARD.

For HAYRE, HAMBURG & ANTWERP:	S.S. SAMBIA .....	7th Sept.
For HAYRE, BREMEN & HAMBURG:	S.S. SPEZIA .....	10th Sept.
For HAYRE, HAMBURG & ANTWERP:	S.S. LIBERIA .....	14th Sept.
For ROTTERDAM, HAMBURG & ANTWERP:	S.S. BADENIA .....	2nd Oct.
For MARSEILLES & HAMBURG:	S.S. AMBIA .....	4th Oct.
For HAYRE & HAMBURG:	S.S. ALESIA .....	9th Oct.

Further Particulars, apply to—

# HAMBURG-AMERIKA LINIE,

Hongkong, 2nd September, 1910.

Hongkong Office.

# SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA,  
HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

1910.

S.S. BUYO MARU .....

S.S. HONGKONG MARU .....

S.S. KIYO MARU .....

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 1st September, 1910.

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	JAPAN	Second half of Aug.	JAPAN	First half of Sept.
TJIBODAS ..	JAPAN	First half of Sept.	JAVA	First half of Sept.
TJILLIWONG	JAVA	First half of Sept.	SHANGHAI	First half of Sept.
TJIMAH ..	JAVA	Second half of Sept.	JAPAN	Second half of Sept.
TJIKINI .....	JAVA	First half of Oct.	SHANGHAI	First half of Oct.
TJIPANAS ..	JAVA	Second half of Oct.	JAPAN	Second half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

# JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 5th September, 1910.

Telephone No. 375.

16

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

# TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via KEELUNG, MOJI, KOBE and YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 7th Sept., at Noon.
VICTORIA, B.C. & TACOMA via MOJI, KOBE and YOKOHAMA	"PANAMA MARU" Capt. T. Ogata	6,059	WED'DAY, 21st Sept., at Noon.

The Co's Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

# HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSUI via SWATOW, & AMOY	"DAIJIN MARU" Capt. Y. KUGURAKI	MONDAY, 5th Sept., at Noon.
ANPING via SWATOW & AMOY	"SOSHU MARU" Capt. Y. YAMAMOTO	WED'DAY, 14th Sept., at Noon.
SHANGHAI via SWATOW, AMOY & FOOCHEW	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 15th Sept., at Noon.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Foochow during the two months of September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The NISSHIN

KISEN KAISHA's Steamers at Shanghai, for The NANKING EXPOSITION.

# HONGKONG-NANKING, RETURN.

1st CLASS. 2nd CLASS. 3rd CLASS.

\$73.00 \$55.00 \$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First-Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co's Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, MANAGER

7031

# THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.  
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS  
SIBERIAN RAILWAY.  
TOURS arranged to ALL PARTS of the WORLD.  
BAGGAGE collected, forwarded and insured at lowest rates.  
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.  
FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION  
PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBI-  
TION OF 1910.

Head Office for the Far East:—  
16, DES VŒUX ROAD.  
6621 HONGKONG.

Japan Office:  
32, WATER STREET,  
YOKOHAMA.

# O. B. ICE

Made from distilled water only. Quadruplicate  
filtration. Absolute purity assured. Plant open  
to inspection at all times.

# ORIENTAL BREWERY, LTD.,

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 &amp; 57, DES VŒUX ROAD.

1537

# CHEAPEST SUMMER RATES

BETWEEN

# HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st &amp; 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

With Option of rail between Calling Ports in Japan.

† Omitting Keelung and Shimidzu.  
= Calling at Saigon.

† Fitted with New System of Wireless Telegraphy. † Cargoonly. \* Carries Deck Passengers.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 5th September, 1910.

T. KUSUMOTO,

MANAGER. 113-125

# CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons.	CAPTAIN	FOR	SAILING DATE.
BUBI .....	2540	R. Rodger .....	Manila	On 10th Sept., Noon.
ZAFRO .....	2540	A. Fraser .....	Manila	On 17th Sept., Noon.

For Freight or Passage apply to

Hongkong, 5th September, 1910.

SHEWAN, TOMES &amp; Co.

General Managers.



# MUSICAL INSTRUMENTS AND STRINGS.

VIOLINS, GUITARS, MANDOLINES, and other STRINGED INSTRUMENTS.

ALL WOOD and BRASS WIND INSTRUMENTS.  
ALUMINIUM MANDOLINES FOR HOT CLIMATES.  
NOVELTIES OF FITTINGS and STRINGS.

GEORGE SCHUSTER, MARKENKIRCHEN 76, GERMANY.  
For Particulars, Catalogues and Samples apply to the Sole Representative for China:

**HUGO C. A. FROMM,**  
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

(43-5)

## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Goeben, with the Siberian mail, is due to arrive here to-morrow morning.

FOR	PER	DATE.
Yokohama and Kobe	Typhoid	Monday, 5th, 9.00 A.M.
Batavia, Cheribon, Samarang Sourabaya and Macassar	Typhoid	Monday, 5th, 11.00 A.M.
Swatow, Amoy and Tamsui	Daijin Maru	Monday, 5th, 11.00 A.M.
Macao	Sui Tai	Monday, 5th, 1.15 P.M.
Saigon	Telemachus	Monday, 5th, 2.00 P.M.
Swatow, Amoy and Foochow	Hainan	Tuesday, 6th, 9.00 A.M.
Macao	Sui Tai	Tuesday, 6th, 1.15 P.M.
Manila	Taming	Tuesday, 6th, 3.00 P.M.
Keelung, Moji, Kobe, Yokohama, Victoria and Tacoma	Tacoma Maru	Wednesday, 7th, 10.00 A.M.

EUROPE, & C. INDIA VIA TUTICORIN...  
(Late Letters 11.00 A.M. to 11.30 Extra Postage 10 cents)  
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Macao	Sui Tai	Wednesday, 7th, 1.15 P.M.
Amoy, Iloilo and Cebu	Sungkiang	Wednesday, 7th, 3.00 P.M.
Macao	Sui Tai	Thursday, 8th, 1.15 P.M.
Shanghai	Chinhsia	Thursday, 8th, 3.00 P.M.
Chefoo and Newchwang	Nanchang	Friday, 9th, 9.00 A.M.
Swatow, Amoy and Foochow	Namang	Friday, 9th, 11.00 A.M.
Shanghai, Kobe and Moji	Sui Tai	Friday, 9th, 1.15 P.M.
Macao	Yuenang	Friday, 9th, 3.00 P.M.
Manila, Angaur, Yap, Maroun, Friedrich Wilhelmshafen, Rabaul, Herbertshöhe, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	Prins Sigismund	Friday, 9th, 5.00 P.M.

EUROPE, & C. INDIA VIA TUTICORIN...  
(Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents)  
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Singapore, Penang and Calcutta	Fooksang	Wednesday, 14th, 11.00 A.M.
Port Darwin Thursday Is. Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle	St. Albans	Saturday, 17th, 10.00 A.M.

KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU & SAN FRANCISCO

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA & VANCOUVER (B.C.)  
SIBERIAN MAIL TO EUROPE

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU & SAN FRANCISCO

**MONEY LETTERS**—The Post Office declines all responsibility for unregistered letter containing bank notes or jewellery, and where Registration has been neglected WILL MAKE NO ENQUIRIES into alleged losses of such (Postal Guide 121).  
Mails for \*CANTON, \*WUCHOW and \*SAMSHUI will be closed on week-days at 7.30 a.m. and at 6 p.m. until further notice.  
A Mail for MACAO is despatched per s.s. Sui An on week-days at 7.15 a.m., on Sundays the mail for Macao is closed at 9 a.m.  
Mails for NAKTAU and SUABU, are closed every week-days at 6 p.m.  
Mails for \*KONGMOON, and \*KUMORUK, are closed on week-days at 6 p.m. On Sundays the mails are closed at 9 a.m.

## ELECTRIC IRONS

INDISPENSABLE TO EVERY HOUSEHOLD.

THE MISTRESS can iron her own delicate laces.  
THE MASTER can iron his own ties.  
THE AMAH can do all other ironing in half the time and without grumbling.

The only CLEAN method of Ironing.  
The only HEALTHY method of Ironing.  
The only CONVENIENT method of Ironing.

**CLEAN** because the Iron is Nickel Plated and does not require to be placed over fire.  
**HEALTHY** because you dispense with the necessary for stifling fire, and in the height of summer ironing can be carried on in Perfect Comfort without inhaling the poisonous fumes given off by gas or charcoal Irons.  
**CONVENIENT** because the Iron is always ready for immediate use, can be connected to any convenient lampholder, and heats up within a couple of minutes.

CAN BE USED FOR SEVERAL HOURS FOR TWENTY CENTS.

**WILLIAM C. JACK & CO., LTD.,**  
Electrical Engineers,  
14, DES VŒUX ROAD CENTRAL, HONGKONG.

## SHARE LIST—QUOTATIONS.

HONGKONG, SEPTEMBER 3RD, 1910.

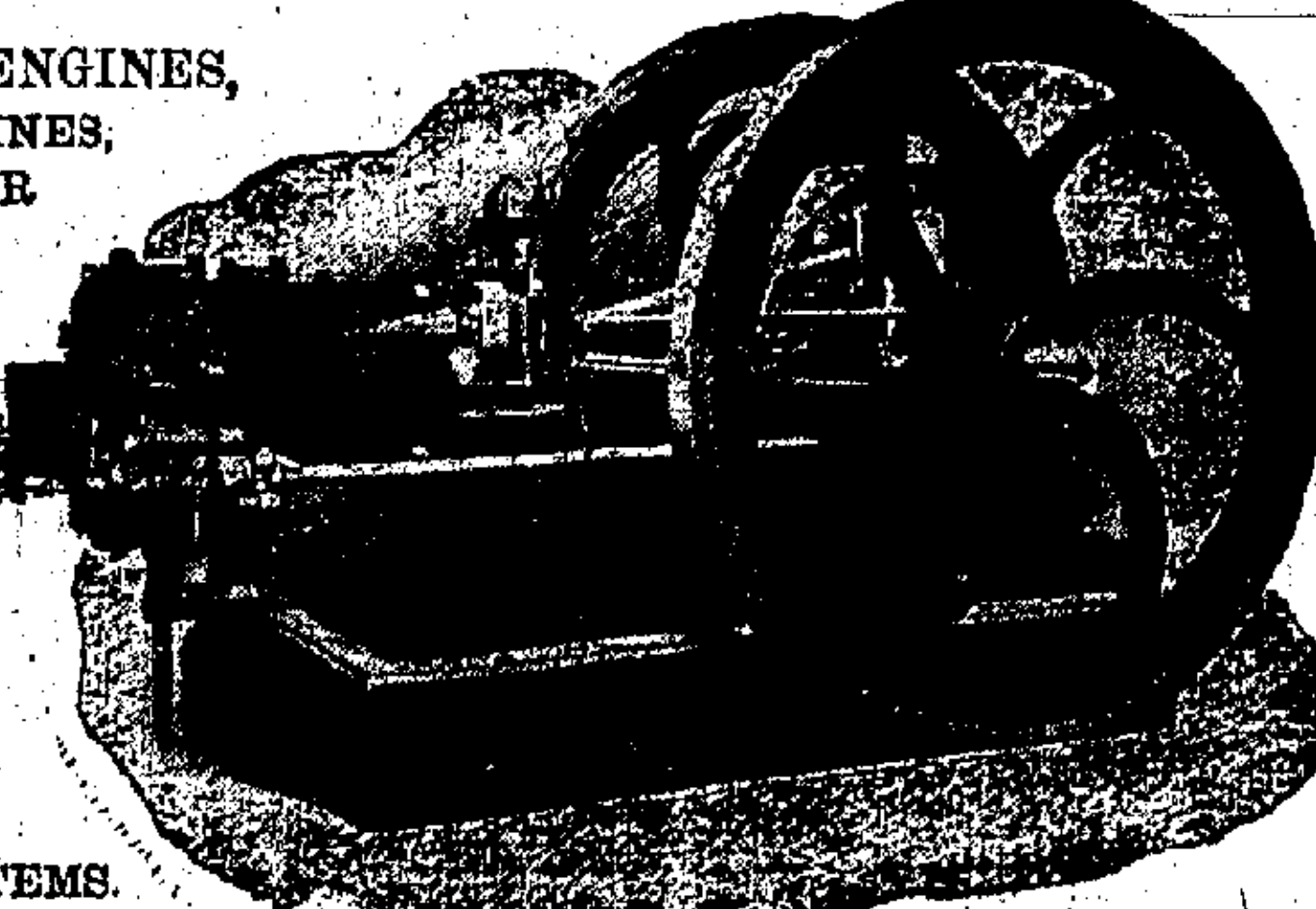
STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
<b>BANKS.</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$950, buyers
National Bank of China, Limited	99,925	\$7	\$6	\$28, x. div.
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$8, buyers
China Borneo Company, Limited	60,000	\$12	\$12	\$8, buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$1.40.
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$8, buyers
<b>COTTON MILLS.</b>				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 110.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$5.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 57 1/2.
Laou-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 70.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 240.
<b>Dairy Farm Company, Limited</b>	40,000	\$7 1/2	\$6	\$19, buyers
<b>DOCKS AND WHARVES.</b>				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$54, sales
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$5 1/2	all	\$50 1/2, sales
New Amoy Dock Co., Limited	10,000	\$6 1/2	\$6 1/2	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 76.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 113, x. div.
<b>Ironworks &amp; Co., Limited</b>	18,000	\$25	\$25	\$9, sellers
<b>Green Island Cement Co., Limited</b>	400,000	\$10	\$10	\$5, sellers
<b>Hong Kong and China Gas Co., Limited</b>	7,000	\$10	all	\$205.
Hong Kong Electric Co., Limited	60,000	\$10	\$10	\$20, buyers
<b>Hongkong Hotel Company, Limited</b>	8,000	\$50	\$50	\$104, sellers
<b>Hongkong Ice Company, Limited</b>	5,000	\$25	all	\$32, sellers
<b>Hongkong Rope Manufacturing Co., Limited</b>	60,000	\$10	all	\$135, sales
<b>H'kong &amp; South China Steam Fisheries Co., Ltd.</b>	15,000	\$10	\$7	\$7, nominal
<b>INSURANCES.</b>				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$172 1/2, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$113, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$37 1/2.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$342, buyers
North-China Insurance Co., Limited	10,000	\$250	\$25	Tls. 115, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$835, sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$220.
<b>LANDS AND BUILDINGS.</b>				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$101, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$8, sales
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$32, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 112.
West Point Building Co., Limited	12,500	\$50	\$50	\$39.
<b>MINING.</b>				
Société Française des Carrières du Tonkin	16,000	Fcs. 250	all	\$720.
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$7 1/2.
<b>Peak Tramways Co., Limited</b>	25,000	\$10	all	\$14, sellers
<b>Philippine Co., Limited</b>	50,000	\$10	\$10	\$13, sellers
<b>REFINERIES.</b>				
China Sugar Refining Co., Limited	20,000	\$100	all	\$160, x.d. sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$26, sellers
<b>ROBINSON PIANO CO., LIMITED</b>	4,000	\$50	\$50	\$50, sellers
<b>STEAMSHIP COMPANIES.</b>				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$11, sellers
Douglas Steamship Co., Limited	20,000	\$50	\$15	\$27, sellers
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$33, sellers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$6, sel. L don
Shell Transport & Trading Co., Limited	2,300,000	\$1	\$1	\$8.
Star Ferry Company, Limited	10,000	\$10	\$5	\$12, sellers
<b>South China Morning Post, Limited</b>	6,000	\$25	\$25	\$26, sellers
<b>Steam Laundry Company, Limited</b>	20,000	\$5	\$5	\$5, sellers
<b>STORES AND DISPENSARIES.</b>				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	\$7	\$2, sellers
Watkins, Limited	10,000	\$10	\$10	\$3.
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$6 1/2.
Weissmann, Limited	3,000	\$10	\$10	\$12, buyers
<b>United Asbestos Oriental Agency, Limited</b>	9,900 ordy.	\$10	\$4	\$13, sellers
<b>Union Waterboat Co., Limited</b>	100,000	\$10	\$10	\$300.
<b>RUBBERS.</b>				
Allagars	—	—	—	6 1/2.
Anglo-Malays	—	—	—	25.
Balgownie	—	—	—	\$14 (8ts.)
Batu Tigas	—	—	—	100.
Bukit Kajangs	—	—	—	63/6
Castlefields, fully paid	—	—	—	120.
Cheviots	—	—	—	17/6 prem.
Eastern and International	—	—	—	15.
Highlands and Lowlands	—	—	—	6 1/2 prem.
Kannings	—	—	—	—
Kuala Lumpur	—	—	—	—
Labus	—	—	—	—
Ledbury's	—	—	—	90.
Linggis	—	—	—	54.
London Asiatics	—	—	—	12/9.
London Ventures	—	—	—	6/6.
Merlemaus	—	—	—	7/6.
Pegahs	—	—	—	\$28 (8ts.)
Sandvortis	—	—	—	\$51 x. div. (Str.)
Sapongs	—	—	—	27/6.
Shelfords	—	—	—	7/2.
Singapore and Johore	—	—	—	\$14 (8ts.)
Sunrise Pass	—	—	—	13.
Sungei-Kapars	—	—	—	—
United Serangs	—	—	—	117/6.
<b>Loans.</b>				
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.

VERNON & SMYTH, Share-Brokers.

## CROSSLEY BROTHERS, LTD.

OPENSHAW, MANCHESTER.

**MAKERS OF:**  
GAS & OIL ENGINES,  
MARINE ENGINES,  
MOTORS & MOTOR CARS,  
GAS PLANTS  
FOR  
POWER  
AND HEATING  
PURPOSES, TO  
WORK WITH ALL  
KINDS OF FUEL.  
SUCTION  
AND  
PRESSURE SYSTEMS.  
AMMONIA RECOVERY  
PLANTS, &c.



**AGENTS FOR HONGKONG & SOUTH CHINA:**  
**W. R. LOXLEY & CO.,**  
YORK BUILDINGS.

ON SALE.

**BOUND VOLUMES of the HONGKONG WEEKLY PRESS.** January to June, 1910. With Index. Price \$7.50.  
On sale at the "HONGKONG DAILY PRESS" Office.  
Hongkong, 30th June, 1910.

NOTICE TO KOWLOON RESIDENTS

**EXTRA COPIES of Daily Press** are on Sale daily at the following Stores—  
KOWLOON BOOK STALL, Ferry Wharf  
Messrs. H. RUTTONJEE & SONS, Kowloon Store, No. 36, Haiphong Road.  
Messrs. HUNG CHEONG, Haiphong Road  
Mr. AH YAU, Hongkong Ferry Wharf Stall

## SIEMSEN & CO.,

Machinery Dept.

Hongkong.

## The F. G. L. Metal Filament Lamps

ARE NOW SOLD AT GREATLY REDUCED PRICES.

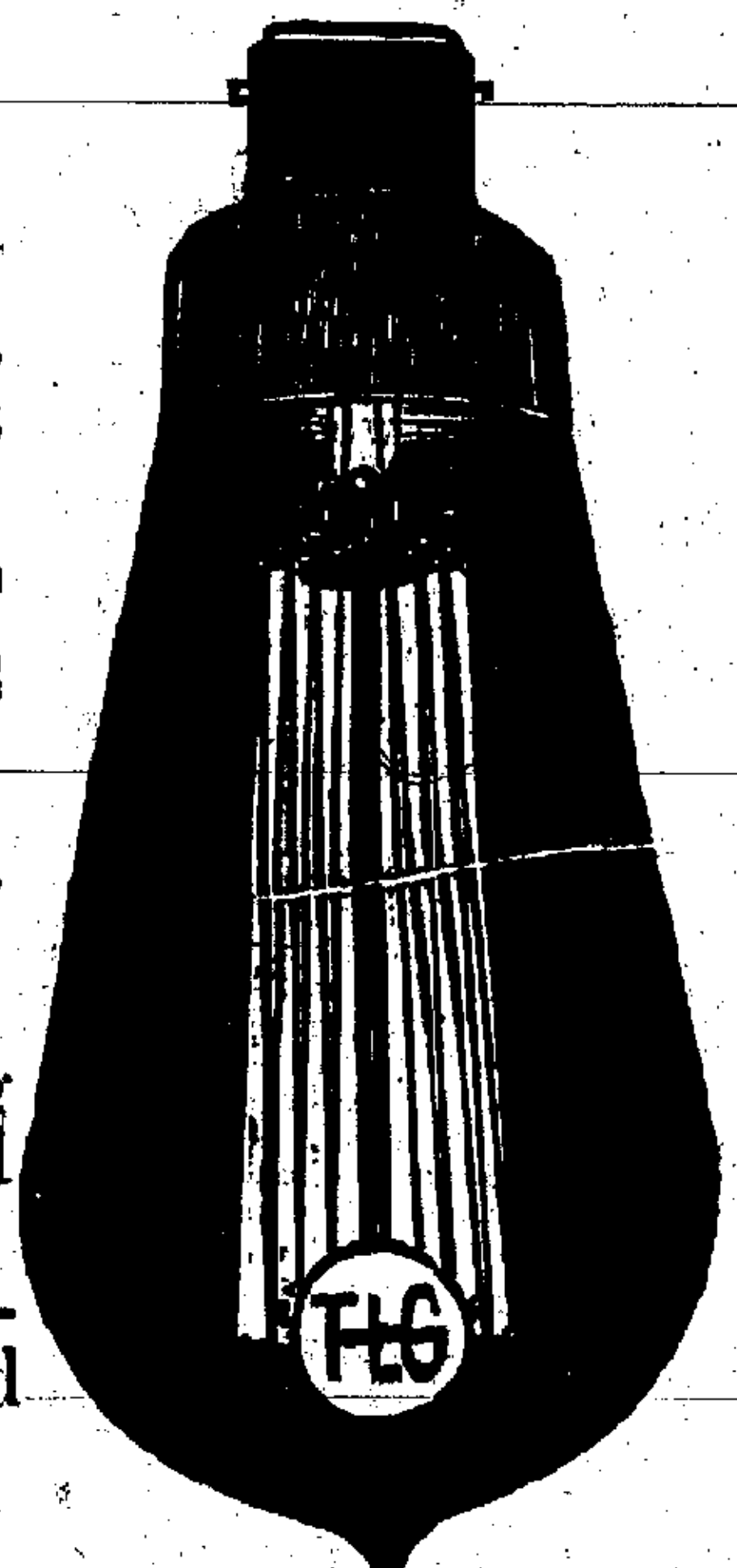
### THE F. G. L. METAL FILAMENT LAMPS

Save 75 per cent. current over carbon filament lamps.

ARE THE CHEAPEST AND BEST IN THE MARKET.

Give agreeable white light.  
Little risk of breakage.  
Life 2000-3000 hours.  
Great constancy of lighting during the whole period of burning.  
Small pleasing forms, pear-shaped, plain or frosted glass.  
Will burn in any position.

A number is engraved on each F. G. L. Lamp. Customers are advised to keep a record of these numbers, in order to prevent substitution of broken for sound lamps.



**TO-DAY**  
3 P.M.—Auction of Crown Land at Public Works Dept.

**FORTHCOMING EVENTS.**  
Wednesday, 7th Sept.—Warwick Major's Comedy Co., at Theatre Royal, 9 p.m.  
Thursday, 8th Sept.—Auction of Valuable Leasehold Property at Sales Rooms, by Mr. Geo. E. Lamont, Noon.  
Saturday, 10th Sept.—Ordinary Half-Yearly Meeting of Hongkong Hotel Co., Ltd., 12.30 P.M.  
Saturday, 17th Sept.—Ninth Ordinary Annual Meeting of China Light and Power Co., Ltd., Noon.  
Tuesday, 20th Sept.—Extraordinary General Meeting of Hongkong Club, 5.15 P.M.  
Saturday, 24th Sept.—Ordinary General Meeting of Douglas Steamship Co., Ltd., Noon.  
Friday, 30th Sept.—Eighteenth Half-Yearly Drawing of Sixty-five Debentures of Hongkong Club, 11 A.M.

## COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

September 3rd.

ON LONDON:—	Telegraphic Transfer	19 1/2
	Bank Bills, on demand	19 1/2
	Bank Bills, at 30 days' sight	19 1/2
	Bank Bills, at 4 months' sight	19 1/2
	Credits, at 4 months' sight	19 1/2
	Documentary Bills 4 months' sight	19 1/2
ON PARIS:—	Bank Bills, on demand	226
	Credits, at 4 months' sight	230
ON GERMANY:—	On demand	183
ON NEW YORK:—	Bank Bills, on demand	43 1/2
	Credits, at 60 days' sight	44 1/2
ON BOMBAY:—	Telegraphic Transfer	133 1/2
	Bank, on demand	133 1/2
ON CALCUTTA:—	Telegraphic Transfer	133 1/2
	Bank, on demand	133 1/2
ON SHANGHAI:—	Bank, at sight	74 1/2
	Private, 30 days' sight	75 1/2
ON YOKOHAMA:—	On demand	87 1/2
ON MANILA:—	On demand	87 1/2
ON SINGAPORE:—	On demand	76 1/2
ON BATAVIA:—	On demand	107 1/2
ON HAIIPHONG:—	On demand	11 1/2 p.m.
ON SAIGON:—	On demand	11 1/2 p.m.
ON BANGKOK:—	On demand	86 1/2
S. YERREBONS, Bank's Buying Rate		\$11.10
GOLD LEAF, 100 fine, per tola		\$59.30
SILVER, per tola		\$24 1/2

SUBSIDIARY COINS.

Chinese	20 cents pieces	\$4.85 discount.
Chinese	10	\$5.88
Hongkong	20	\$3.95
Hongkong	10	\$4.35

## OPIUM.

September 2nd.

Malwa New	1,840/1,880 per picul
Malwa Old	1,890/1,920
Malwa Old	1,930/1,960
Malwa V. Old	1,970/2,000
Persian fine quality	1,400/1,500
Persian extra fine	1,900
Patna New	1,875 per chest.
Patna Old	—
Benares New	1,850
Benares Old	1,850

## HONGKONG TIDE TABLE.

From August 20th to September 4th, 1910.

HIGH WATER.				LOW WATER.			
Date	Mean Time	Height	Mean Time	Date	Mean Time	Height	Mean Time
Mon. 20	8 1/2	4 1/2	11 1/2	Mon. 20	8 1/2	4 1/2	11 1/2
Tues. 21	9 1/4	4 3/4	11 1/4	Tues. 21	9 1/4	4 3/4	11 1/4
Wed. 22	10 1/4	4 1/2	11 1/4	Wed. 22	10 1/4	4 1/2	11 1/4
Thurs. 23	11 1/4	4 1/2	11 1/4	Thurs. 23	11 1/4	4 1/2	11 1/4
Fri. 24	12 1/4	4 1/2	11 1/4	Fri. 24	12 1/4	4 1/2	11 1/4
Sat. 25	1 1/4	4 1/2	11 1/4	Sat. 25	1 1/4	4 1/2	11 1/4
Sun. 26	2 1/4	4 1/2	11 1/4	Sun. 26	2 1/4	4 1/2	11 1/4

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 4th

	Previous Day	On 4th	On 4th
Barometer	29.40	29.64	29.80
Temperature	77°	78	80
Humidity	95	87	81
Wind Direction	W	ENE	E
Force	4	2	3
Weather	014	0	0
Sea	—	0	0

Highest open air Temperature on 3rd..... 82

Lowest open air Temperature on 3rd..... 73